

AUSTRALIAN RAILWAYS ILLUSTRATED

JUNE 2011 - ISSUE 8

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INSIDE :: • A Reincarnation - The DH, 73 and M/MA Classes • Remembering the Jets



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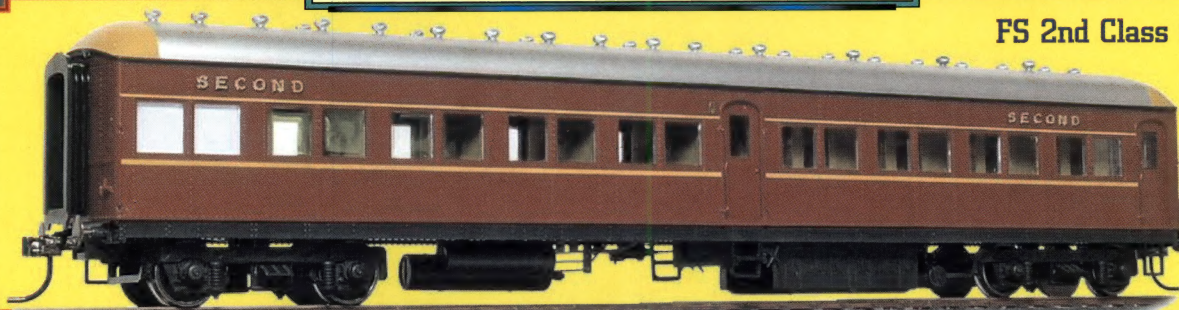
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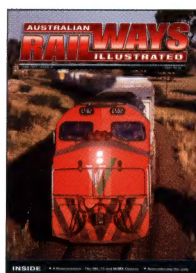
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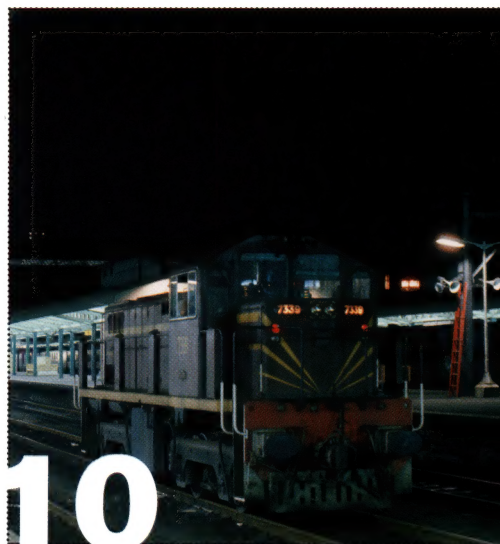
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COVER

Rounding the curve into Parwan Loop, C502 makes light work of 4MA6 express goods as the crew heads into the setting sun on Wednesday 16 December 1992.
Image by Andrew McBain



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Welcome to the June edition of Australian Railways Illustrated, Australia's premier railway magazine where we profile railway operations not just the locomotive. We have a number of projects underway where we are looking for high quality images preferably transparencies from the 1960's, 1970's and 1980's to accompany articles being written, I know there is a mountain of material out there, let's see it before the film becomes unusable, I'm seeing some images already that have suffered a colour shift particularly Agfa and Perutz films. Please feel to drop me a line at editor@arimagazine.com.au to discuss the various ways of submitting material.

I wish to apologise to a couple of our contributors whose images were not produced to our usual high standards. We have made a number of production changes to rectify the situation..

I would like to take this opportunity to thank people for the well-wishes of support I have received as I continue my battle with bowel cancer. The magazine has provided a focus over the past year or so which is helping with my recovery from this insidious disease. I urge our readers over forty years old to see their doctor as early detection is the key to a full recovery.

Finally, to our loyal contributors, keep up the excellent work because without your contributions we wouldn't have a magazine to showcase your talents and don't forget to check out our website arimagazine.com.au when you have some time to spare.

Stewart

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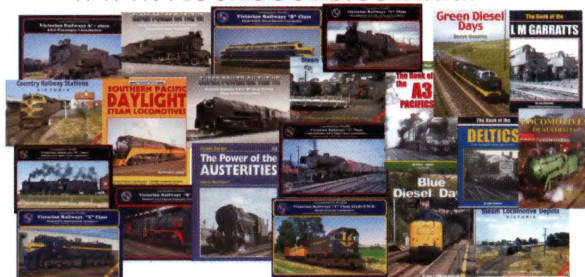
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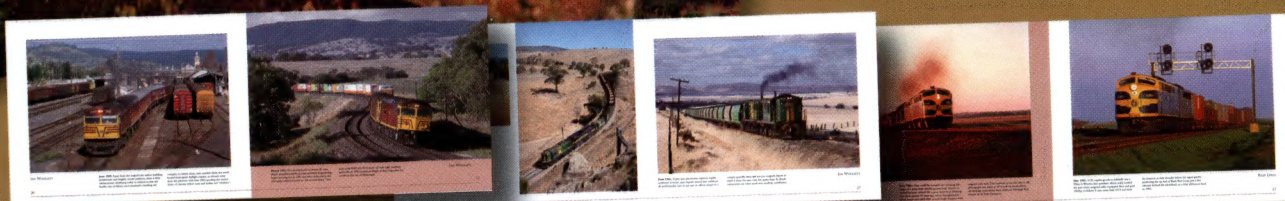


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GWA SIGNS NEW IRON ORE CONTRACT

Genesee & Wyoming Australia (GWA) has signed a rail haulage agreement with a subsidiary of WPG Resources Ltd (WPG) to transport 3 million tonnes per year of hematite iron ore from WPG's Peculiar Knob mine in South Australia.

GWA plans to operate unit trains of iron ore from a rail siding near Wirrida, South Australia, located on the recently acquired Tarcoola to Darwin rail line, to a new bulk export facility in Port Pirie, South Australia. The haulage service is expected to start in the second quarter of 2012 and continue for a minimum of five years, and it may be extended depending on the development of certain nearby iron ore deposits.

To provide the above-rail haulage service, GWA has entered into a locomotive purchase agreement to acquire nine new UGL C44aci locomotives and will make other rolling stock and facilities investments of approximately \$67 million. When the iron ore mine is shipping at full capacity, GWA expects the new

contract to generate total annual revenues of approximately \$50 million.

Both of these transactions are contingent upon the satisfaction of certain conditions, including WPG obtaining final approval of two permits from the government of South Australia related to the development of the mine and port infrastructure. It is currently expected that these two permits will be obtained by July 2011.

John C. Hellmann, President and CEO of parent company GWA commented, "We are pleased to be expanding our iron ore business in South Australia and look forward to providing WPG with the safest and most reliable service in the Australian rail industry. In the past three months, we have now announced orders for a total of 16 high horsepower locomotives in Australia, which is reflective of both our service commitment to existing customers and the expansion of our business with new mining customers. Australia remains a priority for GWA's investment strategy, and we are engaged in

several other potential new projects." GWA ordered seven new Downer Rail GT46C-ACe locomotives in March for the Western Plains iron ore project.

WABTEC SIGNS CONTRACT TO BUILD NEW LOCOMOTIVES FOR CBH GROUP

Wabtec Corporation subsidiary MotivePower has signed a contract to build 22 new locomotives for CBH Group, a leading handler and transporter of grain in Western Australia. The locomotives are scheduled to be delivered in 2012.

Under the contract, MotivePower will build a combination of standard and narrow gauge locomotives that will be among the most fuel-efficient and environmentally friendly models in Australia.

The locomotives will include components from a number of other Wabtec divisions.

Albert J. Neupaver, Wabtec's president and chief executive officer, said: "This project will meet our customer's need for more-efficient locomotives, and will position Wabtec for similar



• The first southbound service for QR National's new grain contract with Glencore is seen here approaching Nubba between Demondrille and Wallendbeen
• hauled by LZ3103/DC2206/LZ3103 on Tuesday 26 April 2011.
• Image by Graham Cotterall



• Rounding the curve approaching Tatyoon in western Victoria, LDP001/LZ3101/LQ3122/DC2206/LZ3103 haul 6AM1 empty grain consisting of 45 AGWF
 • former narrow gauge wagons enroute to Goulburn NSW on Saturday 2 April 2011.
 • Image by Steve Molloy

opportunities in Australia in the future. Wabtec has had a meaningful presence in Australia for 20 years, and we continue to expand our operations in this important rail market.”

Through its Wabtec Australia and FIP divisions, Wabtec offers the full complement of its products and services in Australia. The Australian market is one of the world’s largest and fastest-growing rail markets that use US style equipment and technology.

The CBH Group is one of Australia’s leading grain organizations, with operations from grain storage, handling and transport to marketing, shipping and processing. The group receives on average 9 million tonnes of grain each year.

CBH Operations General Manager Colin Tutt said: “The tender process was very competitive with six companies from around the world bidding for the construction task. We are confident that MotivePower’s expertise and experience in building locomotives for freight rail will deliver Western Australia growers the best outcome. MotivePower’s locomotives were the best option for the task of moving grain on our

rail lines, have good fuel economy and meet US Tier 2 emissions standards. The locomotives will provide better operational and environmental efficiencies and ultimately greater productivity, as well as being much safer than the existing fleet.”

QR NATIONAL SIGNS NSW GRAIN RAIL HAULAGE CONTRACT

Australia’s largest rail freight company QR National has demonstrated its commitment to the grain industry, announcing a contract with Glencore Grain Australia for rail haulage services in New South Wales.

Under the three year agreement, QR National Freight commenced railing in April from various regional NSW locations into Port Kembla, and will also establish operations in Cootamundra and Moss Vale.

The agreement is conditional on access agreements being signed with Port Kembla Port Corporation and RailCorp.

QR National Freight CEO Ken Lewsey said QR National had an established position as a national grain haulier and was responsive

to the growing needs of Australian grain growers and traders.

“We’re pleased to assist Glencore Grain Australia with the significant grain harvest task in NSW under this agreement,” Mr Lewsey said.

“QR National has more than 100 years’ experience in servicing our customers in the agricultural sector.”

“This announcement demonstrates QR National is well positioned to respond to the needs of local grain traders and to strengthen their position as market leaders,” he said.

Rollingstock is being redeployed to New South Wales from QR National’s Western Australian operations.

QR National Freight hauls almost 60 million tonnes of agricultural products and minerals each year across Australia.

RIO TINTO TO RETROFIT ECP BRAKE EQUIPMENT

Wabtec is to supply Rio Tinto with electronically controlled pneumatic braking equipment for an initial six heavy haul



• Having arrived on the MV Enchanter from the USA, 903, one of four EMD SD90MAC locomotives brought by FMG is seen here being moved by road from
 • Port Hedland to FMG's depot for commissioning on Sunday 17 April 2011.
 • Image by Toad Montgomery

locomotives and 3,600 iron ore wagons under a \$20m contract announced in May.

The equipment is to be delivered in 2011/2012 for retrofitting to wagons which currently have Wabtec's standard pneumatic brakes.

ECP provides the ability to apply brakes simultaneously throughout the train, rather than sequentially and thus gives shorter stopping distances and reduced cycle times.

LOCOMOTIVE ROAD/RAIL EXCHANGES AT KELSO

On Thursday 28 April, Lachlan Valley Railway locomotive 4702 was moved by road from Cowra to Kelso near Bathurst. This locomotive has been undergoing extensive mechanical work since a catastrophic engine failure a number of years ago. This work had been undertaken at Cowra, but the locomotive was trapped there following the closure of the Demondrille to Blayney line.

Three trucks were involved in the movement – two carrying a bogie each and the third carrying the rest of the locomotive. After 4702 was reunited with its bogies at Kelso, cranes were used to lift locomotive 4911 onto the same truck 4702 had been delivered on, and this unit together with its

bogies were moved by road to the Southern Shorthaul Railroad (SSR) Bendigo Workshop. 4911 was recently purchased from Manildra Group by SSR, and will be refurbished at

Bendigo. 4702 has since been moved by rail to Cootamundra, where the final touches will be made before the locomotive returns to service on lease to SSR.



• After being sold to POTA, R1004 was moved to the Australian Horsepower Service Centre at
 • Goulburn NSW for refurbishment. Here 4814/48s28 hauling R1004 trundle through Goulburn yard on
 • Sunday 6 March 2011.
 • Image by Leon Oberg



On Thursday 7 April 2011, the first BHP Billiton revenue service traversed the new Chichester Range deviation in the Pilbara region of Western Australia. Here 4350/4317 assisted by 4346/6073 and 6072/4306 haul a loaded ore to Port Hedland. The grade over the range has been reduced from 0.57% to 0.33%. Image by John Stephens



4911 was purchased by SSR from Manildra Group on 31 March 2011. Here the locomotive is loaded on to road transport for the journey from Downer Rail Kelso to SSR Bendigo, where it will undergo refurbishment. Image by Jason Ferguson

A Reincarnation - The DH, 73 and M/MA Classes



- : The arrival of the 73 class was instrumental in the withdrawal of 30 class tank engines based at Eveleigh shed for shunting Sydney Terminal station.
- : Only a few years old, 7339 was captured on Tuesday 15 March 1977, during evening shunting duties at Sydney Terminal station. This locomotive now
- : operates as No.14 on the Proserpine Mill roster.

For over twenty years, between the late 1960s and the early 1990s, several classes of diesel-hydraulic shunting locomotives served their state-owned rail masters well, but now, nearly another twenty years on, the majority of these same locomotives are serving their new masters equally as well. In recent decades, many of these locomotives have undergone a radical rebuilding program and the role these converted locomotives are performing today could not be further removed from that for which they were originally acquired. In this article, we look at the original tasks performed by the former government locomotives of the DH, 73 and M/MA classes and, after their reincarnation, their current role working for the sugar industry in the coastal regions of Queensland.

By Peter Attenborough



: DH class locomotives were used extensively shunting the vast goods yard at Roma Street in inner Brisbane. On Tuesday 30 September 1980, a number
 : of the class were engaged in shunting duties at this now closed facility, including DH10. Now modified, this locomotive operates at Pioneer Mill, near
 : Brandon, as 'Jardine' and remains on 1067mm (3'6") gauge.

BACKGROUND

During the 1950s, and lasting into the early 1970s, the various state-owned government railways around Australia were actively replacing their ageing steam engines with diesel-electric, and in some cases electric, locomotives of differing designs and horsepower. Initially this focus centred on replacing mainline locomotives, but this soon turned to locomotives that would be more suitable for working on the many branch lines that were still in existence at that time. As the number of steam engines rapidly dwindled, many of these departments realised that to completely divest themselves of their remaining steam engines, they would need to acquire locomotives that were suitable for shunting duties and transfer work between major yards. The state railways of Queensland, and later New South Wales and Western Australia, opted for a very similar design, one put forward and subsequently modified over several years by long-time locomotive manufacturer, Walkers Ltd. of Maryborough, Queensland. The result of this development was a light-weight, diesel-hydraulic unit of B-B wheel configuration with a short hood positioned in front of the cab and with a long hood containing the prime mover and electrical gear. From this basic design was spawned the DH class for the Queensland Government Railways (QGR), the 73 class for

the Public Transport Commission (PTC) of New South Wales and the M/MA classes for the Western Australian Government Railways (WAGR). Due to local operating conditions, including that of rail gauge, there are a number of technical differences between the various classes and Table 1 outlines these variations. Locomotives of similar design were also supplied to other railway companies, including the privately-owned Mt. Isa Mines in Queensland and the Emu Bay Railway Co. in Tasmania.

QUEENSLAND GOVERNMENT RAILWAYS DH CLASS

Following the success of the initial diesel-hydraulic locomotives built by Walkers Ltd. and supplied to the Emu Bay Railway Co. in Tasmania in 1963, the Maryborough-based company took a calculated gamble and built a demonstration locomotive that it offered to the QGR for appraisal. Spanning several decades, the QGR had acquired many locomotives from this local supplier but were so impressed with this evaluation locomotive that they purchased it in 1968 and ordered, under several contracts, additional locomotives of that design that eventually totalled 73 units. All were in service by 1974. They were classified as the DH class and carried the road numbers DH1 to DH73.

These locomotives had a mass of 36.5 tonnes and were powered by a Caterpillar engine rated at 347kW (465hp). They were unusual in that they had radiator grilles positioned at the front of the short-end hood. When delivered, they were painted green with a broad grey/blue band placed horizontally around the body. Yellow trim was used in various locations on the body and the side of the frame to provide relief to the primary colours. These locomotives were used on shunting duties and for transfer work between major yards in a number of cities and larger towns throughout the state. However, the QGR also utilised these locomotives in a limited capacity to work trains over several branch lines where the underlying track formation was of extremely light construction. For nearly twenty years, these tasks kept the DH class locomotives gainfully employed.

However, by the early 1990s, the move to longer and heavier freight trains, often running as block loads, severely reduced the demand for shunting locomotives. Accordingly, many of the DH class locomotives were withdrawn during this period and either sold or scrapped. A number of the class were sold and exported to Vietnam, others were sold interstate, while the bulk were acquired locally by several companies with interests in the sugar industry. However,

Queensland Rail (QR), the successor to QGR, retained a few examples of the class for a number of years, mainly as depot shunters or as standby locomotives for use in flood-prone areas. A number of other DH class locomotives survive in preservation, both in their native state of Queensland and interstate.

As stated above, several locomotives were subsequently acquired by private companies that held rail interests. Locomotives DH4, DH5, DH24, DH28, DH36 and DH56 were purchased by Cook Construction Pty. Ltd. that moved the locomotives to Victoria where they were regauged to 900mm (3'0") for use in hauling brown coal between the open cut mine at Yallourn and the briquette plant at nearby Morwell. At the time, these locomotives were painted white and issued with the road numbers CC01 to CC06. They entered service in this new guise in 1993. Following the lapse of the contract in 2001, all six locomotives were returned to Queensland, having been acquired by companies involved in the sugar industry.

Of the remainder of the DH class fleet, a total of 38 locomotives have been acquired by various companies involved in the sugar industry, with 29 having been rebuilt for cane railway use by the end of the 2010 sugar season.

PUBLIC TRANSPORT COMMISSION OF NEW SOUTH WALES 73 CLASS

Around the same time that the QGR was ordering shunting locomotives from Walkers Ltd., south of the border the Public Transport Commission of New South Wales was faced with the same dilemma in trying to eliminate the last of its steam fleet. Sydney and Newcastle in particular had large numbers of steam engines engaged in shunting and transfer work, while most regional cities and large towns retained a steam engine or two just for shunting purposes. To replace these engines, a light-weight locomotive was required and the tried and proven diesel-hydraulic design being offered by Walkers Ltd. was selected. Two orders were eventually placed with that company for a total of 50 locomotives designated as the 73 class. They carried the road numbers 7301 to 7350, with the class leader entering traffic in October 1970.

The design of the 73 class differed in several respects to the QGR DH class. A larger Caterpillar engine was provided, rated at 485kW (650hp), while the short end hood was of a lower profile than the main hood, thus providing improved visibility for

crews when shunting. They were delivered in the then standard Indian red livery with yellow lining. They were deployed in small numbers, usually one or two, at most major cities and towns throughout regional New South Wales, although Delec (Sydney) and Broadmeadow (Newcastle) depots had large numbers on allocation. Their primary role was yard shunting and working trip trains between the various yards in the major cities. Their use hauling trains on main and branch lines was rare.

During the late 1980s and early 1990s, the pattern of freight train operations was changing, with more block loads and a reduction in the number of general purpose marshalling yards. As a result, the need for shunting locomotives declined and by the mid-1990s, most 73 class locomotives had been withdrawn. Since their fall from grace, they have been scattered far and wide with a number of the class being acquired by railway preservation societies.

The balance of the 73 class fleet can be divided into two groups, those that have been scrapped and those that have been acquired by sugar interests in coastal Queensland. Of the latter group, no less than half the class have been moved to Queensland with 15 of those locomotives now in regular traffic hauling cane. The remaining ten locomotives in Queensland are stored either for spare parts or possible future rebuilding to 610mm (2'0") gauge.

TABLE 1: TECHNICAL SPECIFICATIONS OF THE DH, 73, M/MA CLASS LOCOMOTIVES

Component	DH Class	73 Class	M Class	MA Class
Road numbers	DH1 – DH73	7301 - 7350	M1851, M1852	MA1861 - MA1863
Number in class	73	50	2	3
Entered Service	July 1968	October 1970	January 1972	June 1973
Model	GH-500	GH-700V	GH-700V	GH-700V
Engine	Caterpillar D353	Caterpillar D379B	Cummins VTA 1710L	Caterpillar D379B
Cylinders	Inline 6	V-8	V-8	V-8
Cylinder Bore	159mm x 203mm	159mm x 203mm	159mm x 203mm	159mm x 203mm
Power rating	347kW (465hp)	485kW (650hp)	485kW (650hp)	485kW (650hp)
Transmission	Voith L420R2	Voith L4r4	Voith L4r4U2	Voith L4r4U2
Axle load	9.15 tonnes	12.45 tonnes	13.2 tonnes	11.2 tonnes
Maximum permissible speed	64km/h (40mph)	73km/h (45mph)	73km/h (45mph)	73km/h (45mph)
Length	10.06m (33'0")	10.97m (36'0")	10.97m (36'0")	10.97m (36'0")
Width	2.74m (9'0")	2.82m (9'3")	2.74m (9'0")	2.74m (9'0")
Height	3.81m (12'6")	4.11m (13'6")	3.81m (12'6")	3.81m (12'6")
Wheel arrangement	B-B	B-B	B-B	B-B
Mass	36.5 tonnes	49.8 tonnes	52.7 tonnes	44.7 tonnes
Rail gauge	1067mm (3'6")	1435mm (4'8½")	1067mm (3'6")	1067mm (3'6")

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS M/MA CLASSES

Based on the success of the 73 class locomotives in New South Wales, the Western Australian Government Railways (WAGR) initially ordered two locomotives of similar design in 1971. Powered by a Cummins prime mover, they were classified as the M class and assigned shunting duties at the Forrestfield hump yard in suburban Perth. They received the road numbers M1851 and M1852. A further three locomotives were ordered shortly afterwards, but these were delivered with a Caterpillar engine. These later locomotives had a mass of 44.7 tonnes which was 8 tonnes lighter than their two predecessors. Classified as the MA class (Nos.1861 to 1863), they were used for general shunting and yard transfer work. Despite having different engines, both the M and MA classes were rated at the same power output, namely 485kW (650hp). When delivered, they were painted in the standard WAGR livery of Larch green with red lining but following the establishment of Westrail in 1975, they received the rather bland orange with blue trim colour scheme of that organisation.

Following the closure of the hump yard, the M class were redeployed to general shunting work. All five members of the M/MA classes spent almost their entire working life engaged in shunting and trip train working in the Perth metropolitan area, primarily in the Forrestfield/Kewdale area.

As was happening in the eastern states, the move towards block trains with a corresponding reduction in shunting resulted in most work for the M/MA class locomotives drying up and by the early 1990s they were progressively placed into storage. The only exception was MA1862 that has been allocated to TransPerth (operator of the Perth suburban network) and it is currently based at Claisebrook depot where it continues to be used shunting electric train sets around the depot.

The remaining four members of the M/MA class fleet were sold to sugar interests in Queensland during the mid-1990s. Both M class locomotives have now been rebuilt and are in service at Victoria Mill at Ingham, while both the MA class units remain in storage pending possible future conversion.

It should be pointed out that the former Mt. Isa Mines locomotive 5803 has also been acquired by CSR Ltd. and is in storage

at Pioneer Mill at Giru for possible future conversion to 610mm (2'0") gauge. None of the former Emu Bay Railway Co. locomotives have been acquired by sugar interests at this stage.

A SECOND LIFE BEGINS

By early 1991, the QGR had commenced large scale withdrawal of the DH class and by October of that year, 35 members of the class had been placed into storage at Redbank workshops. However, earlier in the year, as withdrawals were commencing, Colonial Sugar Refining Ltd. (CSR) approached the QGR with a view to acquiring a surplus DH class for conversion for use on its 610mm (2'0") gauge railway at Victoria Mill near Ingham. The company was in dire need of additional locomotives for its cane network but the cost of new purpose-built locomotives had proved prohibitive and it was hoped that regauged and modified DH class locomotives could perform the role with a much reduced financial outlay. The locomotive selected for this pilot conversion was DH23. It was taken to the Walkers Ltd. plant at Maryborough for modification and was subsequently delivered to Victoria Mill in June 1991. The locomotive was immediately put to use hauling sugar boxes between the mill and

the bulk export terminal at Lucinda. Named Clem H. McComiskie, this locomotive proved to be the fore-runner of many conversions that were to take place progressively over the next few years and that continues to this day albeit at a much reduced pace.

Even as Clem H. McComiskie was performing evaluation trials, the owners of Isis Central Mill at Cordalba, between Bundaberg and Childers, acquired DH20 and by October of that year, it had also entered traffic. In doing so it became the first former Walkers Ltd. locomotive to be converted to regularly haul cane bins. So successful was the use of these locomotives that by year end, a further four DH class locomotives had been sold to various companies for cane haulage duties. Within two years an additional 20 DH class locomotives had been earmarked for conversion and future use in the sugar industry. This was to set a trend that was to continue for the next few years and eventually included 73 class locomotives from New South Wales and M/MA class locomotives from Western Australia.

During 1992, additional DH class locomotives were acquired for future conversion for cane haulage duties but the supply of suitable locomotives of that type started to



• The Western Australian Government Railways acquired five diesel-hydraulic locomotives from Walkers Ltd. primarily for shunting duties in and around the Forrestfield/Kewdale yard complex. Prior to being sold to sugar interests in Queensland, locomotive MA1863 hauls a load of fuel tankers from the Kewdale terminal to the main marshalling yard at Forrestfield on the afternoon of Tuesday 1 October 1991.



• A large pool of 73 class locomotives was based at Broadmeadow depot for shunting duties and trip train working around the various yards in suburban Newcastle. On Friday 10 June 1983, locomotive 7335 shunts a rake of passenger cars from an incoming service at Newcastle station.

dry up and the mills turned their attention to the very similar 73 class locomotives that were fortuitously becoming surplus to departmental needs in New South Wales. By June 1993, Mackay Sugar had purchased three 73 class locomotives and moved them to temporary storage at Farleigh Mill on the northern outskirts of Mackay. The three locomotives involved were 7305, 7328 and 7330. Shortly afterwards, the company acquired a further seven 73 class locomotives (7304, 7313, 7331, 7332, 7337, 7341 and 7343), with work commencing on the conversion of the first locomotive, 7313, at Pleystowe Mill in mid-1994. The second batch was placed into storage at the site of the former North Eton mill. Additional 73 class locomotives (7309, 7310, 7318, 7325, 7346, 7347, 7348 and 7349) were acquired by CSR Ltd. and placed into storage at Plane Creek Mill at Sarina, pending future conversion.

Since that time, further 73 class locomotives have made their way north, bringing the total number of the class in Queensland to 25 – half the original class.

CONVERSION FOR CANE USE

The first conversion of a DH class unit for cane haulage duties was undertaken by Walkers

Ltd., the company that originally constructed the locomotives nearly 20 years earlier. This work was undertaken on behalf of the CSR-owned Victoria Mill. In the case of DH23, a number of modifications were carried out with the original Caterpillar D353 engine being replaced by a Caterpillar D53E engine that develops 373kW (500hp). The locomotive retained its B-B configuration albeit being regauged from 1067mm (3'6") to 610mm (2'0") to suit the tracks at the mill. At the same time, the diameter of the wheels was reduced from 914mm (36") to 838mm (33"), while the overall mass of the locomotive was increased slightly to 38 tonnes. The additional weight was primarily due to a larger profile cab being fitted that gave increased head room. This cab was very similar in appearance to that fitted to Pioneer Mill locomotive 'Jardine'. Much of the original profile of DH23 was retained as part of this conversion, although in keeping with most locomotives engaged in cane haulage, it lost its QGR livery in favour of yellow with red and white stripes on the pilots.

The now-converted DH23 entered service at Victoria Mill as Clem H. McComiskie in June 1991. It was assigned the task of hauling sugar boxes from the mill to the exchange sidings at

the Lucinda bulk terminal. In performing this role, the locomotive routinely operated five return trips daily, with each train nominally consisting of 80 sugar boxes, each of three tonne capacity, for a total mass of around 900 tonnes. At the time of writing, this locomotive continues in this role, albeit now with a modified cab similar in appearance to the type used on the majority of recent rebuilds performed on former Walkers Ltd. locomotives.

Pioneer Mill has converted two DH class locomotives, DH10 (Jardine) and DH60 (Jerona). Both locomotives have had new, enlarged cabs fitted, in a basic design not that far removed from that fitted to the DH class as built. Air-conditioning has been installed in these cabs. Other alterations include the relocation of the radiators from the short-end hood to the long-end hood, moving of the fuel tanks from beneath the frame and minor work such as altered access steps and headstocks.

The following years saw the conversion process gather pace and a number of companies, including Walkers Ltd., Bundaberg Foundry Engineers Ltd. and Tulk Goninan Ltd. at Mackay participated in converting these locomotives for cane use. In addition, a number of mills have also carried out their own conversions.

Apart from the obvious difference in rail gauge, the most noticeable outward feature of most rebuilt Walkers Ltd. locomotives is the style of cab. With the exception of a few early examples, most companies involved in the conversion of these locomotives for cane haulage duties adopted what could be considered a common design but with minor variations in door and window layout. The original short-end hood and cab were removed and replaced with a large cab fitted with generous windows that afford excellent visibility. Fitted with air-conditioning, these cabs provide a level of comfort previously lacking in sugar cane locomotives. On most rebuilt locomotives, a narrow walkway is provided between the front of the cab and leading edge of the headstock of the locomotive that allows access to the door at the front of the cab.

In July 1995, Plane Creek Mill opened its Southern Cane Railway, a 44km long 610mm (2'0") gauge line serving the Carmila cane growing area to the south of Sarina. The opening of this line resulted in the withdrawal of Queensland Railways from haulage of cut cane. In order to operate this relatively long line, Plane Creek Mill acquired four converted Walkers Ltd. locomotives, fitted

with Locotrol capability that it immediately put to use hauling trains consisting of up to 320 bins and weighing over 1600 tonnes. Two such trains ran each day with a single Walkers Ltd. locomotive marshalled in the lead, with a second locomotive positioned mid-train and a brake-float bringing up the rear of the train. It is necessary to provide a brake-float at the rear of such long trains in order to retard cane bins in the event of a break-away. Activation of the brake is via radio-control from the leading locomotive.

Since Plane Creek Mill first experimented with increased train lengths using Walkers Ltd. locomotives fitted with Locotrol, working in the lead and mid-train, several other mills have adopted the same operational practices using similar locomotives. Both Marian Mill and Farleigh Mill, in the Pioneer River valley near Mackay, routinely use such combinations on their lines into the hills to the north where the distances from outlying cane growing areas to the mill are longer and the grades more severe.

All DH, 73 and M/MA class conversions for cane haulage duties have entailed regauging the locomotives to 610mm (2'0") gauge, the standard for cane railways throughout Queensland. However, there is one exception

and that is the system operated by Pioneer Mill at Brandon, between Townsville and Ayr. This mill operates a 1067mm (3'6") gauge cane network and as such the three (only two operational) DH locomotives acquired by that mill did not require gauge conversion.

Apart from Clem H. McComiskie based at Victoria Mill and used primarily for the haulage of sugar boxes to the nearby Lucinda terminal, all other Walkers Ltd. rebuilds are utilised in the movement of cane bins between farm and mill.

The latest locomotive to be converted for cane haulage has been former QGR unit DH36 that entered service at Tully Mill in October 2010 as No.9 on its roster. This locomotive had previously been purchased by the SECV in Victoria and was one of several operated by Cook Constructions at Yallourn in the Gippsland region.

The converted Walkers Ltd. locomotives have proven their worth now for nearly twenty years and benefits have been many. Although there has been a cost associated with the conversion of the locomotives for use on the cane railways, the capital outlay has been significantly less than that in acquiring a brand new locomotive. Operational benefits have



• With the skyline of the Brisbane CBD as a backdrop, DH51 propels a rake of QLX louvre vans along the mainline adjacent to the Roma Street marshalling yards on Tuesday 30 September 1980. This locomotive has been converted for cane haulage use and now operates as 'Kolan' on the Bingara Mill system near Bundaberg.

included the ability of the locomotives to work on tracks with tighter radius curves as the bogie design places less stress on the track than does the rigid wheel-base of the earlier Comeng and Clyde locomotives. The haulage capacity of the Walkers Ltd. locomotives is also greater than earlier locomotives allowing much longer and heavier trains to be operated. From a crew perspective, the cabs are far superior than those fitted to most other locomotives employed in the cane fields, including the provision of air-conditioning. However, there have been problems with these locomotives, the most significant of which was the tendency in early years for drive shafts to break, although in recent times this issue appears to have been largely resolved.

Tables 2, 3 and 4 show the status of all DH, 73 and M/MA class diesel-hydraulic locomotives respectively that have been acquired by sugar companies in Queensland and their status at the end of the 2010 crushing season.

It should be noted that although the allocation of locomotives is correct at the time of writing, many companies transfer locomotives between their mills to cover fluctuations in traffic and motive power shortages. Mackay Sugar in the Pioneer River valley frequently does this as all its mills are linked and it is a relatively quick and easy process to move locomotives between mills.

ACKNOWLEDGEMENTS

I would like to thank Ray Love for his willing assistance in the proofing of this article. Much of the historical and technical information pertaining to the history, subsequent conversion of the DH, 73 and M/MA class locomotives and their current use in the sugar industry of coastal Queensland has been sourced from my own notes and from the following authoritative texts and due acknowledgement is made to those sources.

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- Various issues of Sunshine Express, the monthly periodical of the Australian Railway Historical Society (Queensland Division).
- Various issues of Railway Digest, the monthly periodical of the Australian Railway Historical Society (NSW Division).

TABLE 2 - STATUS OF DH CLASS LOCOMOTIVES IN THE SUGAR INDUSTRY

Original Number	Location	Status	Current Identification
DH4	North Eton Mill	Stored	-
DH5	North Eton Mill	Stored	-
DH7	Isis Central Mill	Stored	-
DH10	Pioneer Mill	Operational	Jardine
DH11	Invicta Mill	Operational	Giru
DH12	Plane Creek Mill	Operational	Allan Page (No.1)
DH13	Mulgrave Mill	Operational	Gordonvale
DH16	Isis Central Mill	Operational	Isis 2
DH17	Victoria Mill	Operational	Victoria
DH18	Isis Central Mill	Operational	Isis 3
DH19	Kalamia Mill	Operational	Jarvisfield
DH20	Isis Central Mill	Operational	Isis 1
DH22	Pioneer Mill	Stored	-
DH23	Victoria Mill	Operational	Clem H. McComiskie
DH24	Tully Mill	Operational	No.8
DH28	Isis Central Mill	Operational	Isis 6
DH29	Bundaberg	Stored	-
DH30	Victoria Mill	Operational	Herbert II
DH31	Mulgrave Mill	Operational	Mulgrave
DH35	Isis Central Mill	Operational	Isis 5
DH36	Tully Mill	Operational	No.9
DH40	Tully Mill	Operational	No.4
DH41	Bundaberg	Stored	-
DH43	Kalamia Mill	Operational	Rita Island
DH46	Proserpine Mill	Operational	No.11
DH47	Bundaberg	Stored	-
DH48	Plane Creek Mill	Operational	Karlool (No.2)
DH50	Kalamia Mill	Operational	Kilrie
DH51	Bingera Mill	Operational	Kolan
DH56	Tully Mill	Stored	-
DH60	Pioneer Mill	Operational	Jerona
DH63	Tully Mill	Operational	No.5
DH64	Plane Creek Mill	Operational	Koumala (No.3)
DH66	Tully Mill	Operational	No.6
DH67	Isis Central Mill	Brake wagon	-
DH68	Invicta Mill	Operational	Clare
DH69	Isis Central Mill	Operational	Isis 4
DH70	Racecourse Mill	Operational	Balberrra (No.55)

Note: Mackay Sugar Balberrra (formerly DH70) was sent to Tully Mill in March 2009, becoming No.7. In exchange, Tully Mill E.M. Baldwin No.7 was sent to Mackay Sugar becoming No.55 Balmoral.



- This view of DH63 at Toowoomba on Monday 1 September 1986, shows the unusual radiator air-intake grille arrangement on the front of the short-end hood. Also of interest is the hook coupler, buffers and the drop-down walkway panel (in the raised position) – all features of a by-gone era of operations.
- This locomotive survives in cane haulage duties at Tully Mill.



- A regular roster for the 73 class was the working of container trains into and out of Port Botany. On Saturday 20 July 1985, locomotives 7305/ 7303 stand at Port Botany with a short rake of container wagons, this type of working being one of the last to utilise 73 class locomotives in the Sydney area.
- Locomotive 7305 now operates from Farleigh Mill, near Mackay, as No.38 'Miclere'.

TABLE 3 - STATUS OF 73 CLASS LOCOMOTIVES IN THE SUGAR INDUSTRY

Original Number	Location	Status	Current Identification
7304	North Eton Mill	Stored	-
7305	Mackay Sugar (Farleigh Mill)	Operational	Miclere (No.38)
7306	North Eton Mill	Stored	-
7308	North Eton Mill	Stored	-
7309	Plane Creek Mill	Stored	-
7310	Invicta Mill	Operational	Scott
7313	Mackay Sugar (Marian Mill)	Operational	Walkerston (No.44)
7314	Proserpine Mill	Operational	No.12
7317	Plane Creek Mill	Operational	Carmila (No.4)
7318	Invicta Mill	Operational	Piralko
7325	Invicta Mill	Operational	Hodel
7327	Mackay Sugar	Dismantled	-
7328	Mackay Sugar (Farleigh Mill)	Operational	Dulverton (No.40)
7330	Mackay Sugar (Marian Mill)	Operational	Calen (No.37)
7331	Mackay Sugar (Farleigh Mill)	Operational	Cedars (No.39)
7332	Mackay Sugar	Dismantled	-
7336	Bundaberg Sugar	Stored	-
7337	Mackay Sugar (Marian Mill)	Operational	Netherdale (No.24)
7339	Proserpine Mill	Operational	No.14
7341	North Eton Mill	Stored	-
7343	Mackay Sugar (Marian Mill)	Operational	Tannalo (No.21)
7346	Invicta Mill	Operational	Cromarty
7347	Plane Creek Mill	Stored	-
7348	Invicta Mill	Operational	Minkom
7349	Plane Creek Mill	Stored	-

TABLE 4 - STATUS OF M/MA CLASS LOCOMOTIVES IN THE SUGAR INDUSTRY

Original Number	Location	Status	Current Identification
M1851	Victoria Mill	Operational	Jourama
M1852	Victoria Mill	Operational	Cairns
MA1861	Plane Creek Mill	Stored	-
MA1863	Plane Creek Mill	Stored	-



: The mills around Bundaberg have relatively few Walkers Ltd. conversions on their roster with 'Kolan' (formerly DH51) based at Bingera Mill being the
 : only example. On Monday 1 September 2003, the locomotive was found returning from the Wallaville area with a loaded train and was captured crossing
 : an interesting bridge near Bungadoo. Part of the timber trestle had required repair and the ever creative maintenance staff at the mill decided to use the
 : frame from a disused turntable as part of the replacement structure.



: Isis Central Mill at Cordalba, south-west of Bundaberg, operates a large fleet of Walkers Ltd. diesel-hydraulic locomotives. Drifting down the short
 : double-track section at Kowbi on the approach to the mill on Wednesday 3 September 2003, locomotive No.4 (formerly DH69) displays the company
 : colours of cream with yellow trim.



: Former QGR locomotive DH70 was the only one of its type allocated to Pleystowe Mill at Mackay prior to its closure at the end of the 2008 crushing
 : season. Named 'Balberra', the locomotive is shown at Savannah Loop, near North Eton, on Wednesday 24 September 2008. This locomotive has now been
 : acquired by Tully Mill as its No.7.



: Pioneer Mill at Brandon, north of Ayr, operates the only cane railway network using 1067mm (3'6") gauge tracks. It has a disparate roster of locomotives,
 : including two rebuilt Walkers Ltd. units and one of those, 'Jardine', is shown at the mill on Sunday 22 September 1996. Rebuilt from former QGR
 : locomotive DH10, 'Jardine' has a modified short-end hood along with a cab of a higher profile.



- Entering service for Victoria Mill at Ingham in mid-1991, 'Clem H. McComiskie' (formerly DH23) was the first of the Walkers Ltd. conversions undertaken
- for the sugar industry. Used primarily to haul sugar boxes between the mill and the bulk terminal at Lucinda, this view shows the locomotive working
- through the town of Halifax on Tuesday 18 September 2007. Converted from DH23, it was inexplicably carrying the identification DH8 in the number boxes
- when this image was taken.



- Invicta Mill at Giru, between Townsville and Ayr, operates a large fleet of former DH and 73 class locomotives. On Sunday 16 September 2007, former PTC
- of New South Wales locomotive 7310, now named 'Scott', ambles along the mainline just south of the mill with a loaded train.



: Arguably one of the most scenic cane systems is that operated by Mulgrave Mill at Gordonvale, south of Cairns. One of two converted Walkers Ltd.
 : locomotives operated by the mill, 'Mulgrave' (formerly DH31), ambles along the Behana Gorge branch, near Aloomba, with a loaded train consisting
 : mostly of new 10 tonne bins, on Friday 1 October 2010.



: At the start of the afternoon shift on Tuesday 23 September 2008, Farleigh Mill locomotives No.39 'Cedars' (formerly 7331) and No.40 'Dulverton'
 : (formerly 7328) head north near Sivyers Hill with a brake float to collect loaded bins. These two locomotives have been fitted with Locotrol in order to
 : operate remotely on the one train.



- Tully Mill, located in the town of the same name, operates a large fleet of former government DH, 73 and M/MA class locomotives. Awaiting its next assignment, No.5, a reincarnated version of former QGR locomotive DH63, stands inside the mill on Wednesday 22 September 2010, painted in the attractive company livery of red and yellow.



- Former QGR locomotive DH63, now rebuilt as No.5 and converted to 610mm (2'0") gauge for cane haulage, heads back to the mill at Tully on the afternoon of Friday 22 September 2006. The train is crossing the Bruce Highway (background) and the 1067mm (3'6") gauge QR mainline (foreground) at Feluga, while the second person operates the lever controlling the catch points on the mill line and the signals protecting QR trains on the main line.

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Type:	Grain Hopper	Build Dates:	1972-1984
Number in Class:	45	Modified Date:	2011
Number Series:	21299-24750 (various)	Length:	13.85m
Previous Class:	XW, XWA, XWB	Tare:	20.3t
Bogie Type:	Class D, 50t	Gross:	66.4t

HISTORY:

First built in 1972 at Midland Workshops Western Australia, the XW grain wagons, numbered 21301-21390, entered service on the WAGR narrow gauge network. The XW grain hoppers continued to be built, often in small batches, until 1981 by which time 205 had been constructed. Improved design saw sixty similar XWA, XWBB and XWB wagons built between 1983 and 1984 and carrying the road numbers 24701-24760.

Normally found on the narrow gauge, some XW wagons did see short term service on the standard gauge network in 1975 which saw them recoded to the WXW class and over the years, many XW wagons were upgraded and improved, bringing a code change which saw them recoded to XWA, XWAB and XWC.

The ownership of these wagons passed from the government – owned WAGR/ Westrail to AWR/ARG in 2000. The AWR/ARG consortium comprised of GWA and Westfarmers. In 2006 the Western Australian sector of ARG was sold to QR National, who currently own the wagons. In 2010, major grain handler CBH Group awarded its rail contract to the American transport group Watco, rather than the existing supplier ARG/QRN, and as a result, most of the narrow gauge grain wagons will become surplus to requirements.

In 2011, forty-five XW type grain wagons were given a 'second chance' but this time on the standard gauge – recoded to AGWF. Glencore Grain, a 100% owned subsidiary of Glencore International AG, had partnered with QRN to operate an export grain service in NSW. Glencore is a leading commodities producer and marketer.

The 45 AGWF wagons were transferred to Goulburn NSW from Perth during March and April 2011, coming via Adelaide and Melbourne.

DESCRIPTION:

The AGWF grain hopper is a comparative 'baby' when compared with some of the more modern standard gauge grain hoppers in NSW. Originally built for narrow gauge operation with light axle loads, the current maximum gross for the wagon is 66.4t.

The curve sided hoppers are painted yellow with no signage or logos. Each wagon is fitted with a large white fiberglass lid which is operated from a toggle lever at ground level. The air supply for the operation of the lid is provided from a main reservoir which is charged from the locomotives. The main reservoir has the sole purpose of supplying air for the lid operation. Interestingly, the main reservoir unit stands vertically on the end platform of the hopper – quite an unusual sight. The air brakes are controlled by a relayed Westinghouse system. The triple valve is a WF type with a combined reservoir. 50t standard gauge bogies are fitted, with most being cast for the former WAGR. These bogies have a centre pull arrangement and gap type side bearers. The side bearer set up limits the wagons to a maximum speed of 80km/h. Package unit or axle box type bearings may be fitted to these 50t bogies. A brake cylinder at each end of the wagon interfaces with the corresponding bogie when the brakes are applied or released. Each wagon is also fitted with a VTA load compensator, which is attached to the bogie side frame and bolster. The handbrake is end mounted, and upon arrival in NSW both Railcorp and ARTC deemed the handbrake to be below the required standard for operation in NSW, and as such placed operating restrictions on the wagons. Grain is discharged through three discharge gates. These gates are opened mechanically.

Out of the 45 AGWF hoppers, 41 were originally built as XW hoppers, 1 as an XWA, and 3 as XWB wagons.

OPERATIONS:

It is believed that operations will focus around southern NSW, with discharge occurring at Port Kembla Inner Harbour. Due to the wagon brake arrangements, the train must travel through Sydney rather than down the Illawarra Mountain at Moss Vale.

The first service operated on 26 April 2011, loaded with grain at Milvale and Bribbaree on the Parkes to Stockinbingal line. A successful operation may see additional hoppers heading east.

WAGON NUMBERS AND CHECK LETTERS.

21299	P	21821	V
21314	R	21823	Q
21317	J	21825	L
21323	E	21829	B
21329	M	21834	K
21332	D	21835	T
21333	M	21836	F
21342	L	21838	A
21343	U	21843	J
21355	A	21845	E
21356	J	21855	M
21364	W	21859	C
21366	R	21868	B
21372	M	21869	K
21377	L	21870	G
21378	U	21883	S
21379	G	21886	W
21382	U	21888	R
21390	K	24702	C
21804	J	24731	R
21810	E	24735	H
21814	F	24750	B
21816	M		



: XW24728L is seen on an empty grain train crossing the Greenough River at Eradu 50km east of Geraldton on Thursday 8 June 2006. The circular
 : “porthole” windows on each side of the wagon were retrofitted on the XW wagons. The wagon also still carries its made in W.A. logo at the far end.
 : Image by Phil Melling



: XWC24712E is seen on a grain train at Mullewa after it was loaded at the Mullewa CBH facility on Saturday 8 November 2008. The grey C after the check
 : letter indicates the seals on the door have been upgraded to carry canola.
 : Image by Phil Melling



: Having arrived in Goulburn only hours earlier, AGWF 24735H is stabled in the CFCLA Sidings on Sunday 3 April 2011.
 : Image by Chris Jones



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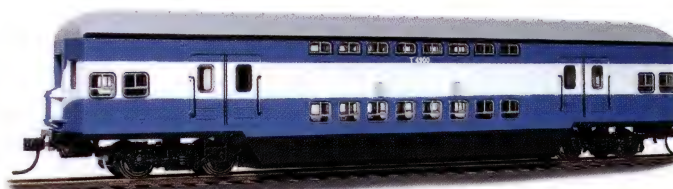
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TDDT-3: B	T4905 & T4918 Blue livery, white band along the middle of the car – Manual Doors	secures your order
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<p>The Double Deck Trailers listed below will be the next available.</p> <ul style="list-style-type: none"> • Blue livery and white low band along the bottom windows of the car. • Gray Body “CityRail”. • Flake Gray (Off White). • Dark Gray. • Silver Gray T4852 and T4867. 		
<p>Orders taken also for Double Deck Motor Cars Comeng C3805 to C3857 Mk1 that we are working on now Will be available as 4 car sets including a powered motor car, 2 trailers as listed above and a dummy motor car. Comeng Double Deck motor car. C3858, C3741, D4011, T4021, D4001, T4702, T4701 motor cars. C3805 Double Deck Power Car expected 2012</p>		



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NR Class

Built at Broadmeadow (NSW) NR1 – NR60	
Bassendean (WA) NR61 – NR120	
Model	Cv40-9i
Length	22m
Width	2938mm
Height	4520mm
Max Speed	115 km/h
Rated Power	3000kW
Fuel	12500 Litres
Weight	132 tonnes
Lube oil	1552 Litres
Water	915 Litres
Sand05 M³
Engine	GE-7FDL-16
Traction Alternator5GMG197
Traction Motors	6x5GE793
Air Compressor	Wabco 3CDCLA
Engine Speed	330 rpm (low idle) 1050 rpm (notch 8)

The 120 members of the NR class were built between 1996 and 1997 with the locomotives being constructed by Goninan's at their plants in both New South Wales and Western Australia. Their primary role is hauling Pacific National (PN) Intermodal services between Melbourne, Brisbane, Adelaide and Perth as well as steel trains from Whyalla and Newcastle. They are also used on some Rural and Bulk services. As PN have the hook and pull contract with Great Southern Railroad some units have been specially painted to match trains such as the Indian Pacific and The Ghan as well as the Southern Spirit. Units that were painted for the Steel Link, Sea Link and Trailer Rail services are gradually being painted in the now standard PN 'Stars' paint scheme. NR 33 is the only unit that has been written off, whilst NR3 was renumbered NR121 after being rebuilt in the year 2000 following a fatal accident.



by Bernie Baker



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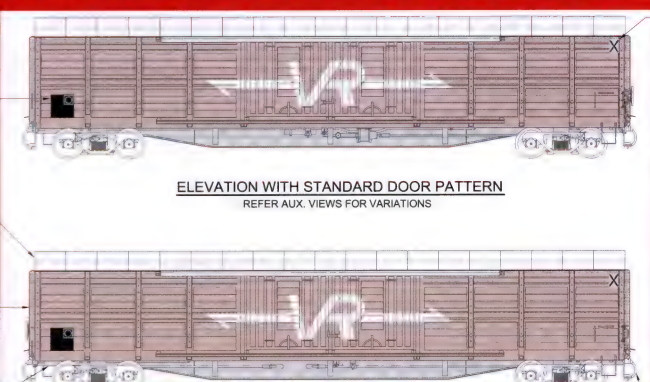


GJF/VHGY/VHGF Hopper, Bulk Wheat (201-350). Due mid 2011

PD-100A	GJF-201	VR	PD-102A	VHGY-301F	V/Line Grain
PD-100A	GJF-280	VR	PD-102A	VHGY-303A	V/Line Grain
PD-101A	VHGY-202	VR	PD-103A	VHGF-215M	V/Line Grain
PD-101A	VHGY-283	VR	PD-103A	VHGF-279E	V/Line Grain



PR481-1-03	48 Class mk 1	Tuscan livery	4803	UN-NUMBERED LOCO	PR481-1-UN
PR482-1-65	48 Class mk 2	Tuscan livery	4865	UN-NUMBERED LOCO	PR482-1-UN
PR483-1-94	48 Class mk 3	Tuscan livery	4894	UN-NUMBERED LOCO	PR483-1-UN
PR484-1-136	48 Class mk 4	Tuscan livery	48136	UN-NUMBERED LOCO	PR484-1-UN



VSX/VLEX/VLNX/VLRX Louvre Van due in 2012

81 Class, BL Class, G Class Mk1 & G Class Mk2
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Remembering the Jets – Fast Freight to Adelaide



• On Friday 25 November 1966, near new X35/X36 lead B68 as they weave their way off the Independent Goods lines on to the mainline through Sunshine
• whilst hauling 139 express goods to Serviceton.
• Image by Weston Langford



• Post 4 at Serviceton stands sentinel as B78/X37 hauling 954 express goods awaits the arrival of 485 express goods from Melbourne during November 1974.
• Image by Trevor Penn

Introduced on 15 January 1962, the fast freight service to Adelaide was bestowed the name “Jet”. Running at near passenger speeds, the overnight express goods service took 15 hours to complete the journey that several years earlier had taken several days. Initially the service operated five days a week departing Melbourne at 5.50pm and arriving in Adelaide at 8.05am. In the opposite direction it departed Adelaide at 5.05pm arriving at the North Dynon terminal at 7.45am. Motive power in Victoria was double S class hauling a maximum load of 1,420 tons at a maximum permissible speed of 60mph which contrasted against a full goods load of 1,730 tons hauled at 45mph.

With the introduction of the “Jet”, improved goods services to Portland, Hamilton and Casterton occurred considerably assisting the movement of livestock to Melbourne. Freight from Brisbane and Sydney also benefited with consignments leaving Sydney arriving in Adelaide 41 hours later compared with the previous time of three days.

With 60mph running, only certain types of wagons were permitted to operate at express goods speeds. Victorian stock included bogie goods vehicles having the letter “P” or

“F” as the last letter of their classification with the exception of loaded tank wagons classed “TWF”. South Australian stock bogie goods vehicles had a large letter “S” prominently displayed on diagonally opposite corners of the body, with the exception that no more than three vehicles of the “OWS” class were to be included in the load. In later years when steel traffic was conveyed, the speed was reduced to 50mph.

During May 1965, with the original service proving successful and to cope with increased demand, a second service was instituted departing Dynon terminal in Melbourne at 2pm reaching Adelaide the next day at 5.30am whilst the return service departed from Adelaide at 7pm before arriving at the Dynon terminal at 11.20am the next day.

Perusing the Working Timetable for the Western and South Western District dated 21th March 1977 reveals that at this time there were four westbound express goods services departing Melbourne for Adelaide operating five to six days a week.

9121	10.45am Mon – Fri via Bacchus Marsh
9183	10.05am Sat via Cressy

9127	1.30pm Mon – Fri via Bacchus Marsh
9129	2.00pm Sat via Bacchus Marsh
9131	2.30pm Sat via Bacchus Marsh
9139	5.00pm Sun via Bacchus Marsh
9147	6.35pm Mon – Fri via Bacchus Marsh
9145	6.15pm Sat via Bacchus Marsh
9149	7.55pm Mon – Fri via Bacchus Marsh

With the surge in traffic, the Victorian Railways ordered ten X class locomotives specifically for interstate traffic with X45 appearing in traffic in November 1975. A further surge in interstate traffic saw ten C class locomotives arrive during 1977/1978 displacing the S class from their express goods duties. The speed of the ‘Jets’ when hauled by C class was reduced to 80km/h however with re-railing between Ararat and the South Australian border with 60kg rail occurring in the early 1980’s the C class were allowed to run at 90km/h over this section except between Lubeck and Horsham which was still 80kmph due to geological problems in that

area. Any train that conveyed steel, grain, bulk cement or quarry products had a blanket speed limit of 80km/h.

Over the years, loading on the Jet services have changed from LCL containers loaded in ELX open wagons, merchandise loaded in louvre vans and tarped loads in the 1960's through the 1970's with the introduction of containerization saw overseas shipping containers loaded on flat and open wagons due to a shortage of flat wagons. Through the '70's, sheep and cattle was shipped from South Australian locations in S or C/CS wagons to Newmarket or Brooklyn in suburban Melbourne whilst motor cars were moved between the capital cities as both of them hosted car building plants. Coiled steel used in car production was moved from BHP's Long Island plant to Adelaide whilst car parts were moved in especially – designed 40ft hi-cube containers under the Altrans Railfast or Express banner. The FCF/FCW/VQDW/SFCW/AQDW 80ft wagons built for the carriage of these containers were normally always marshalled behind the locomotive in a block.

Large volumes of soda ash used in the manufacture of glass were also moved from Adelaide to Melbourne in OB/AOSY wagons covered with tarps or JAF/VHAF hoppers that were subsequently built for this traffic.

During the mid – 1980's, paper products despatched from Westall in Melbourne saw the product loaded in AOOX open wagons then tarped to the same height as a louvre van, their destination, Adelaide and Perth. Pallets of bagged salt loaded in louvre vans from Whyalla were bogie exchanged at Port Pirie and subsequently Dry Creek after the standard gauge reached Adelaide then moved on Jet services to Melbourne where the Arden St pilot would deliver them to a siding at Macaulay whilst structural steel manufactured at BHP's Whyalla plant also travelled to Melbourne. Cement loaded in VPCX pneumatic hoppers was conveyed westbound to Adelaide during the early 1990's after a contract was awarded to move a particular grade of cement from Geelong to Port Adelaide.

On 3 August 1979, C505/C506 hauled 9149/338 express goods all the way from Melbourne to Adelaide as a trial for through-working of locomotives between the two locations. Following the resolution of a number of operational issues, the next through-working trial ran when C503/C510 worked the 1500hrs Melbourne - Adelaide goods on 6 December 1981, with C510 being detached at Serviceton. Regular operations of this nature started in early February 1982.

South Australian locomotive 962 worked into Victoria with C506 on 30 August 1979 for initial through working tests. 962 was the 100th diesel loco purchased by S.A.R. On Tuesday 23 August 1983, 942 arrived in Melbourne behind C508 on 9130 express goods for an inspection as a prelude to through-working.

A third-series X class was dispatched to Adelaide for crew training prior to commencing through-working duties on express goods and the Overland passenger service. X48/942 worked the Overland from Melbourne on 22 November 1983, with 942 ex crew training. 931/934 departed Adelaide on 22 November 1983 hauling the Overland with 931 being detached Serviceton and X47 attached in the lead. 930 class through-working on freight then commenced on 9 January 1984. This provided a mixture of locomotives in the different liveries. Australian National's BL32 was dispatched to Melbourne for inspection and radio fitting on 17 March 1984, commenced through-working on freight services on 10 April 1984, whilst V/Line dispatched S303 to Adelaide and Taillem Bend for crew training prior to both classes joining the through-working pool. In late 1984 the recently built V/Line G class entered the through-working fray.



• As K184/K153 stand on the crossing loop at Rockbank hauling the ARE Skipton tour on Saturday 24 May 1975, S317/S303 haul 730 express goods conveying mainly livestock and container wagons. This was one of the few times that S317 was seen on the broad gauge during its career.
• Image by Trevor Penn



• Approaching Bank Box loop on the famed Ingliston Bank, S305/X48 lead 9135 express goods westbound into the setting sun on Sunday 14 May 1978.
 • Image by Warren Banfield

On Sunday 3 August 1986, a new working timetable was instituted between Melbourne and Adelaide that introduced the new feature of extra-fast express goods services called the Superfreighter operating at 95kmph in Victoria (subsequently raised to 100kph) and 110kph in South Australia and only carrying containerized loading loaded on VQDW, AQDW and AQSY wagons. It departed the South Dynon container terminal at 1845hrs Monday to Friday arriving into Adelaide at 0640hrs the next morning. Its return departed Adelaide at 1800hrs Monday to Thursday and 1830hrs on Fridays arriving into Melbourne at 0800hrs the next day. The service was only to be hauled by X, S and 930 class locomotives.

The AN 700 class joined the through-working pool in late 1987 after a number of them were returned to broad gauge service. 702 departed Adelaide attached to 9186 express goods on 29 October 1987. It was test run on 1100hrs Geelong passenger service on 28 November 1987 returning on 1230hrs up with A70. It entered through-working service on Saturday 16 January 1988 when it worked the 1940hrs Adelaide goods (9153) with C507/C509. Locomotive 705 departed Adelaide on 27 January 1988

for through-working modifications and commenced through-working on 27 February 1988 on the 1550hrs Adelaide (9145) service with X49/S302.

706 departed Adelaide on 15 April 1988 attached to 9128 express goods and commenced through working 5 May 1988. It returned to Melbourne on 24 June 1988 for repairs/modifications then worked an AFULE test run on 1615hrs Ballarat passenger, returning on the 1850hrs up service on 28 June 1988. Following further repairs/modifications, it was returned to Australian National on 9119 express goods on 26 July 1988 along with C503. 701 departed Adelaide on 23 May 1988 on 639 express goods for through-working modifications, returning to Adelaide on 10 June 1988, whilst 703 left Adelaide on 18 November 1988 on 697/9146 superfreighter for through-working modifications, returning to Adelaide on 8 December 1988. Finally, 704 departed Adelaide on 31 January 1989 for through-working modifications, returning to Adelaide on 28 February 1989 for further repairs. However it was deemed suitable only as second unit until further repairs were done.

The N class joined the through-working pool in early 1988 when one was dispatched

to Adelaide for crew training on 21 March 1988 whilst N473/N475 were trialled on the 2035hrs Overland on 1 August 1988, returning the following day. Regular operations commenced with N451/N452 working the Overland on 26 August 1988. Also N457 was test run for 'reefer traffic' between Melbourne-Adelaide on the 1100hrs goods ex Dynon on 31 October 1988.

During December 1988, a number of trials were conducted between Melbourne and Adelaide with a view to increase the length of express goods services from 50 bogie vehicles to 65 bogie vehicles. These test trains operated via North Geelong and Cressy to avoid the tortuous Ingliston Bank with a tonnage limit of 4,500 tonnes. The testing was successful and the working timetable recast. 9169 express goods departed Tottenham yard in Melbourne at 1200hrs conveying a maximum of 65 bogie vehicles, 9145 Superfreighter departed South Dynon at 1800hrs, 9147 Superfreighter at 1845hrs and 9149 departed at 2015hrs conveying a maximum of 50 bogie vehicles.

In the opposite direction, 639 (9170) express goods departed Dry Creek South Yard at 1220hrs (1320 Sundays) conveying a maximum of 65 vehicles, 697 (9186)

Superfreighter departed Islington Freight Terminal at 1625hrs Sundays and Fridays, 731 (9148) Superfreighter departed Islington Freight Terminal at 1815 hrs Mondays to Fridays, whilst 751 (9150) express goods departed Dry Creek South Yard at 2220hrs Mondays to Fridays (2100hrs Saturdays) conveying a maximum of 50 vehicles. During early 1990 another westbound service was added with 9143 departing at 1800hrs from the arrival's yard, part of Melbourne Yard, conveying only TNT Contrans loading.

With the withdrawal of the 930 class from service, GM42 was placed on broad gauge and sent to Melbourne for evaluation. Its first trip from Adelaide into Victoria being on 1AM2/9170 express goods, 1545hrs ex Adelaide on 10 May 1992 as G536/G513/S300/GM42. It returned to Adelaide on 3MA3 express goods on Tuesday 12 May 1992. It departed eastward again on 5AM7 Superfreighter on Thursday 14 May 1992, subsequently departing Melbourne on Saturday 16 May 1992 on 9169/7MA2 express goods leading G541.

During mid-1990, a new interstate train numbering system was introduced using an

alpha-numeric code. The first character was the day of departure i.e. 1 for Sunday, the second character was the abbreviation for departing location, the third character was the destination location whilst the fourth character denoted the type of train ie. 0-4 express goods, 5, 6, 7 Superfreighter and 8 for a passenger service.

At this time, the following 'Jet' services operated between Melbourne and Adelaide:

- MA2 via Cressy maximum 65 vehicles Monday – Saturday
- MA3 via Bacchus Marsh maximum 50 vehicles Monday – Saturday
- MA5 via Bacchus Marsh Superfreighter Monday – Saturday
- MA6 via Bacchus Marsh Superfreighter Monday – Friday
- MA7 via Bacchus Marsh Superfreighter Monday – Friday

In the opposite direction the following services operated:

- AM2 via Cressy maximum 65 vehicles Sunday – Friday
- AM3 via Bacchus Marsh 50 vehicles Monday – Saturday

- AM5 via Bacchus Marsh Superfreighter Sunday – Friday
- AM7 via Bacchus Marsh Superfreighter Monday – Friday

Additional Superfreighter services were added during 1991 with the introduction of – AM6 Monday – Friday and 7AM7 on Saturday ex Adelaide. Several S classes were brought out of storage in February 1993 to cope with extra tonnages on the Adelaide corridor. They moved into the Adelaide through-working pool as 'second unit only' with S306 attached to 9149/6MA3 express goods on 5 February 1993 and S310 attached to 9143/2MA6 on 8 February 1993.

Services remained generally the same till the formation of the National Rail Corporation and standardisation in mid-1995. It seems that the term 'Jet' died out about the same time with the formation of NRC and privatisation.

References: various Victorian Railways Working Timetables

Personal notes from John Stone, Graeme Cleak, Mark Bau, Warren Banfield, Trevor Penn and myself.



• A very clean S304 is in notch 8 as it roars through Pimpinio in western Victoria hauling a late-running 9149 express goods westbound on Friday 5 March 1982.
• Image by Mark Bau



: Moments after completing a miniature staff exchange, C508 powers through Pimpinio at 80kph hauling 9146 express goods eastbound to Melbourne
 : on Friday 5 March 1982. Little remains of Pimpinio these days except for a single-ended siding serving a grain silo.
 : Image by Mark Bau



: On a beautiful Friday 5 March 1982, T382 and mate slow to 30kph to exchange staves with the signalman at Jung, 20 kilometres east of Horsham
 : whilst hauling 9144 express goods. The use of T class on their own on express goods services was rare, on this occasion the rostered C class had
 : failed at Dimboola. Of interest in the foreground is the automatic staff exchange apparatus box located between no.1 and no.2 road.
 : Image by Mark Bau



: Having departed the Dynon Terminal at 1750hrs, C501 George Brown moves off the Independent Goods Lines and onto the mainline at Sunshine ready
 : for its westbound journey to Adelaide hauling 9147 express goods on Tuesday 13 December 1983.
 : Image by Stewart Anderson



: As C503 stands in Parwan Loop hauling 9145 express goods, the signalman prepares to exchange staves with the driver of 9144 express goods hauled
 : by 930/C505/C507/T361 on Saturday 5 January 1985.
 : Image by Stewart Anderson



: Late on a summer's evening, 9145 express goods struggles upgrade through the former station site of Rowsley hauled by 932/930 on Saturday 12
 : January 1985.
 : Image by Stewart Anderson



: Having received advice the previous evening that G519 was on its delivery run overnight behind 2/930's, we were surprised to see S317/S303/X45(dead)/
 : G519 leading 9130 express goods past MP38 on Ingliston Bank on Saturday 21 December 1985. The story goes that during the night, X45 failed on the
 : westbound Overland and was replaced by the eastbound Overland units. The 930's off 9130 express goods were placed on the eastbound Overland
 : allowing it to continue whilst S317 rostered to work the morning passenger service to Melbourne was requisitioned from Dimboola yard to lead 9130
 : express goods to Melbourne. Unusually later in the morning, 930 worked the 8130 Dimboola – Melbourne passenger service.
 : Image by Stewart Anderson



: As a storm brews over Ballan and surrounding areas, X48/939/967 work 9145 express goods through a sag adjacent to Bostock Reservoir during
 : September 1987.
 : Image by David Richards



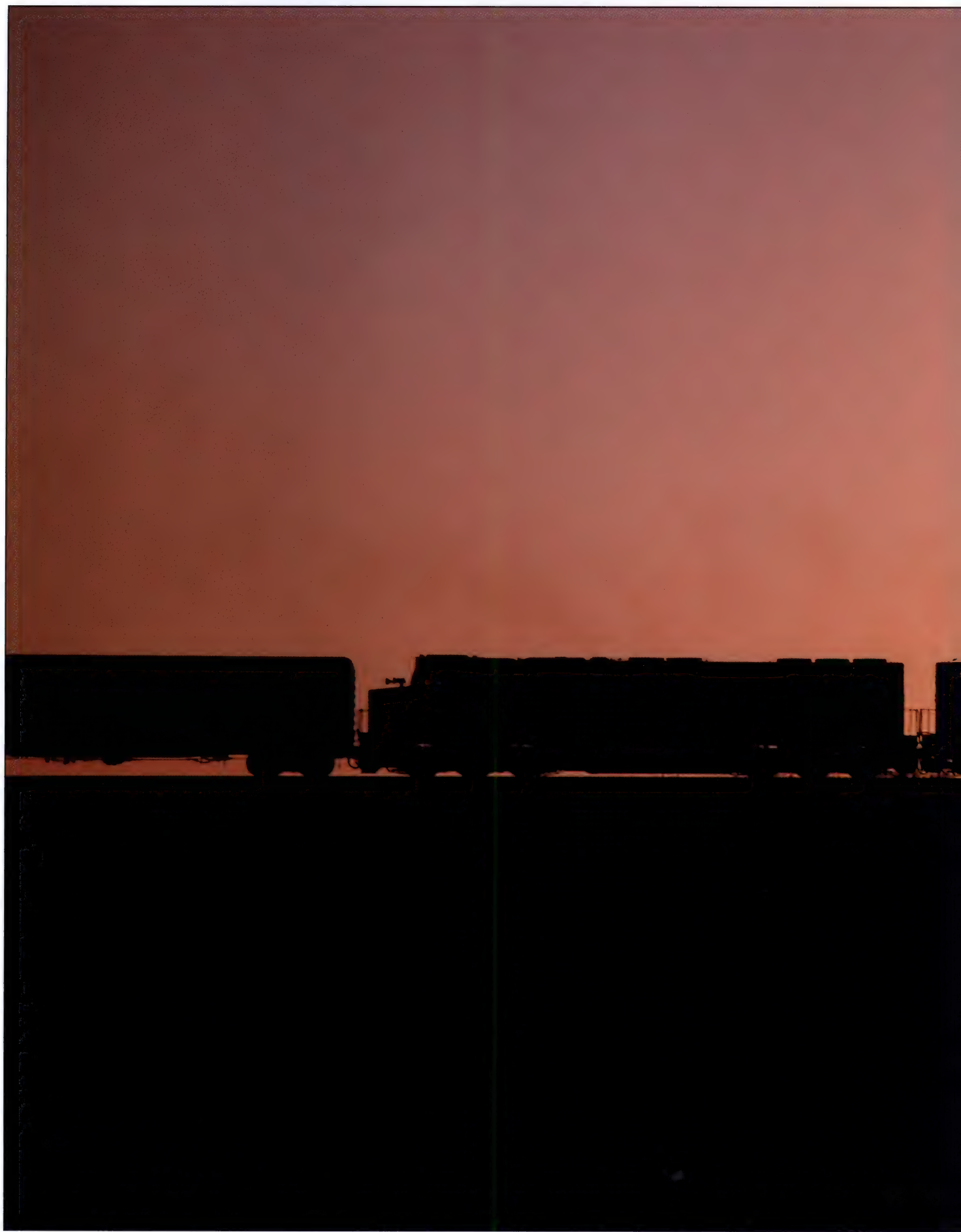
: In late 1988, using the Head End Power unit on the N class, a reefer container service was instituted between Melbourne and Adelaide connecting to
 : the Westliner service to Perth. Here C510/BL32/N457 haul 9119 express goods through Bank Box loop on Monday 28 November 1988.
 : Image by Stewart Anderson



: A number of test trains were run in late 1988, to ascertain the feasibility of operating express goods trains to a length of 70 vehicles. Here BL31/C510/
 : C508 haul 9169 test train over the Moorabool Viaduct on Thursday 15 December 1988. On the rear of the train is the Dynamometer car conducting
 : various testing functions.
 : Image by Stewart Anderson



: During the early 1990's and prior to National Rail assuming control of interstate freight services several S class locomotives returned to interstate
 : freight haulage duties due to motive power shortages. Here C501 George Brown /S301 Sir Thomas Mitchell /S313 Alfred Deakin haul 9169 express
 : goods through Tatyoon on Saturday 15 May 1993.
 : Image by William Arkell



• The sun has disappeared over the horizon as 9149 express goods ascends Ingliston Bank after traversing the horseshoe curve at Rowsley hauled by a
• pair of C class on Saturday 23 January 1993.
• Image by Andrew McBain



INS AND OUTS

NEW LOCOMOTIVES

Fortescue Metals Group

901 – ex UP 8522 - arrived Pt. Hedland 17/4/11
902 – ex UP 8529 - arrived Pt. Hedland 17/4/11
903 – ex UP 8539 - arrived Pt. Hedland 17/4/11
904 – ex UP 8549 - arrived Pt. Hedland 17/4/11
NOTE: 905 – 909 ex UP 8527, 8530, 8531, 8541, 8554 currently under overhaul at NS Altoona Shops, Juniata, U.S.A.

Genesee & Wyoming Australia

On order, seven GT46C-ACe from Downer Rail - # GWA001-GWA007

Pacific National (QLD Narrow Gauge)

8319 – built by Downer Rail, Maryborough – delivered 9/3/11
8320 – built by Downer Rail, Maryborough – delivered 24/3/11
8321 – built by Downer Rail, Maryborough – delivered 21/4/11

QR National (QLD narrow gauge)

4143 – built by Downer Rail, Maryborough
– commenced mainline testing 8/3/11
– arrived Stuart 3/4/11
4144 – built by Downer Rail, Maryborough
– commenced mainline testing 8/3/11
– arrived Stuart 3/4/11
4145 – built by Downer Rail, Maryborough
– commenced mainline testing 1/4/11
– arrived Stuart 21/4/11
4146 – built by Downer Rail, Maryborough
– commenced mainline testing 1/4/11
– arrived Stuart 21/4/11
4147 – built by Downer Rail, Maryborough
– commenced mainline testing 30/4/11
– to Redbank for WA mods 9/5/11
4148 – built by Downer Rail, Maryborough
– commenced mainline testing 30/4/11
– to Redbank for WA mods 9/5/11

QR National (NSW standard gauge)

5027 – built UGL Rail; Broadmeadow NSW – delivered February
5028 – built UGL Rail; Chullora & Broadmeadow NSW – delivered Feb
5029 – built UGL Rail; Chullora & Broadmeadow NSW – delivered Mar
5030 – built UGL Rail; Chullora & Broadmeadow NSW – delivered Mar
5031 – built UGL Rail; Chullora & Broadmeadow NSW
– delivered early April
5032 – built UGL Rail; Chullora & Broadmeadow NSW
– delivered early April
5033 – built UGL Rail; Chullora & Broadmeadow NSW
– delivered late April
5034 – built UGL Rail; Chullora & Broadmeadow NSW
– delivered late April

Rio Tinto Iron Ore

8154-8156 – GE Builders # 59705-59707
8157-8165 – built General Electric
– left shops mid-April
GE Builders # 60221-60229.
On ship "BBC Europe" left U.S. port 20/4/11

Xstrata Coal (standard gauge)

On order, 10 C44-ACi from UGL Rail – # XRN011-XRN020

LOCOMOTIVE REBUILDS/ CONVERSIONS

QR National (QLD narrow gauge)

3763 (ex-3116) – rebuilt by UGL Rail Broadmeadow NSW
– delivered Jilalan 20/3/11

LOCOMOTIVE REFURBISHMENTS OVERHAULS

Australian Railroad Group

DC2205 – to Forrestfield shops for overhaul
DC2213 – to Forrestfield shops for overhaul
DFZ2402 – ex QR National 2349
– overhauled & repainted QR National livery
– ex paint shop 2/5/11
– not yet released

BlueScope Steel (Long Island, VIC)

Y148 – ex Downer Rail, Newport, CCO and partial repaint – 9/4/11
Note: Y164 – Steam Rail – loaned to BlueScope Steel
– returned 9/4/11

Engenco [formally Coote Industrial & Greentrains]

C506 – ex repairs Gemco, Dynon
– 22/3/11
RL307 – ex repairs Gemco, Dynon
– leased to SCT,
– 23/1/11

Genesee & Wyoming Australia

ALF19 – ex overhaul at Pt. Augusta 13/4/11

GrainCorp Rail Operations

48145 – renumbered 48213
– ex Junee Railway Workshop
– fully repainted
– released 2/3/11

Pacific National (standard gauge)

8146 – ex Downer, Kelso
– overhaul and repaint
– 16/3/11
8162 – to Dry Creek MPC for CCO
– not yet released

RailPOWER (NSW)

S312 – overhaul & repaint, Goulburn
– released, hired to El Zorro, 27/1/11

QR National (QLD narrow gauge)

2336D – Component Change Out RACS Redbank Qld
– released 13/4/11
2347D – Component Change Out RACS Redbank Qld
– released 4/3/11

LOCOMOTIVE MAJOR WORK

Engenco (formally Coote Industrial & Greentrains)

45s1 – currently under rebuild at Broken Hill
48s35 – rebuild completed at Islington

Patrick PortLink

4503 – rebuild completed at Parkes
– light engine run 2/5/11

Pacific National

NR35 – ex Spotswood, VIC after completion of repairs
– released 21/4/11

LOCOMOTIVE REPAINTS

Australian Railroad Group

LZ3122 – partial repaint with QRN logos
– depart Perth 19/3/11
– arrive Goulburn 3/4/11 for NSW grain contract

Genesee & Wyoming Australia

CLP17 – repaint
– released 11/3/11

Pacific National (standard gauge)

AN2 – repainted into PN 'stars' livery – released 4/4/11
AN7 – repainted into PN 'stars' livery – released 19/4/11
DL47 – repainted into PN 'stars' livery – released 12/3/11
NR12 – repainted into PN 'stars' livery – released 6/4/11
NR43 – repainted into PN 'stars' livery – released 20/3/11
NR46 – repainted into PN 'stars' livery – released 21/4/11
NR49 – repainted into PN 'stars' livery – released 28/3/11

Tasmanian Railway [TasRail]

2100 – repainted new TasRail livery, by 26 Mar.
DV1 – repainted new TasRail livery – released 20/1/11.

V/Line Passenger

N456 – ex UGL Rail, North Ballarat, repaint
– released 16/3/11
N457 – ex UGL Rail, North Ballarat, repaint
– released 16/5/11

LOCOMOTIVE NAMED

BHP Billiton Iron Ore

4335 – Mystery

Fortescue Metals Group

012 – Peter Tapine

LOCOMOTIVE SALES/TRANSFERS/ WITHDRAWALS/DISPOSALS

Australian Railroad Group

D1561 – remains NOT scrapped Jan 2011
DC2206 – depart Perth 18/3/11
– arrive Goulburn 3/4/11 for NSW grain contract
LZ3101 – depart Perth 29/3/11
– arrive Goulburn 3/4/11 for NSW grain contract
LZ3103 – depart Perth 18/3/11
– arrive Goulburn 3/4/11 for NSW grain contract

El Zorro Generating Solutions

X31 – leased from Seymour Railway Heritage Centre
– delivered 19/3/11
Y145 – transferred to shunter UGL, North Ballarat workshops

Engenco (formally Coote Industrial & Greentrains)

K205 – ex Gemco, Forrestfield 8/5/11
– transferred by road to Morawa for Karara line construction
K206 – ex Gemco, Forrestfield 8/5/11
– transferred by road to Morawa for Karara line construction

Genesee & Wyoming Australia

846 – converted narrow gauge to standard gauge
– transferred to Pt. Augusta shops
– 13/4/11

Manildra Group

4911 – purchased by SSR 31/3/11
– moved from Downer Rail Kelso to SSR Bendigo shops
for refurbishment

Pacific National (standard gauge)

8244 – transferred to Leigh Creek coal operations – 22/4/11
BL30 – transferred to NSW - 7/12/10
BL31 – transferred to NSW - 7/12/10
G528 – transferred NSW to VIC – 3/5/11
G537 – transferred South Australia to NSW - 9/1/11
G539 – transferred NSW to VIC – 3/5/11
G540 – transferred South Australia to NSW - 9/1/11
X46 – transferred NSW to VIC – 7/4/11 Returned to NSW early May
X52 – transferred NSW to VIC – 7/4/11 Returned to NSW early May

QR National (QLD narrow gauge)

2361 – arrived Perth - 9/3/11

QR National (NSW standard gauge)

6002 – transferred Coal to Intermodal operations – 6/5/11
6005 – transferred Coal to Intermodal operations – 6/5/11

LOCOMOTIVES TO/FROM STORAGE

Australian Railroad Group

AB1501 – stored Avon by mid April 2011
AB1502 – stored Forestfield end Jan
– then Avon by mid April 2011
AD1521 – stored Avon Yard by mid Apr 2011
DAZ1901 – ex short term storage – 21 Mar 2011
DAZ1902 – ex short term storage – 22 Mar 2011
DAZ1903 – ex short term storage – 21 Mar 2011
DC2215 – ex store 07/02/11
– to workshop attention
– released 27/4/11
– transferred to Kalgoorlie local duties
NJ1602 – stored Forrestfield by mid April 2011
NJ1605 – stored Forrestfield - Feb 2011

CFCL Australia

TL152 – ex storage Adelaide 15/4/11
– leased & transferred to El Zorro operations in VIC
– 16/4/11
TL153 – ex storage Adelaide 28/3/11
– leased & transferred to El Zorro operations in VIC
– 29/3/11
TL154 – ex storage Adelaide 28/3/11
– leased & transferred to El Zorro operations in VIC
– 29/3/11
TL155 – ex storage Adelaide 28/3/11
– leased & transferred to El Zorro operations in VIC
– 12/9/11

Engenco [formally Coote Industrial & Greentrains]

48s29 – stored at Islington
RA212 – to accident repairs Gemco, Forrestfield
– released 30/3/11

Pacific National (standard gauge)

8004 – ex store Narrabri West – late 2010
G519 – to temporary storage Kooragang Island – April 2011
G520 – to temporary storage Kooragang Island – early March 2011
G523 – to temporary storage Kooragang Island – early March 2011
G526 – to temporary storage Kooragang Island – early March 2011
G538 – to temporary storage Kooragang Island – early March 2011
G543 – to temporary storage Kooragang Island – early March 2011

Patrick PortLink

1872 – stored Islington
1873 – stored Islington
4903 – sold to LVR Society – 31/3/11
4906 – sold to LVR Society – 31/3/11

QR National (QLD narrow gauge)

3918 – return to coal traffic – 5/4/11
3920 – return to coal traffic – 7/2/11
3924 – return to coal traffic – 24/1/11
3926 – return to coal traffic – 24/1/11

QR National (NSW standard gauge)

42109 – moved Chullora to Broadmeadow 6/12/10
– to be forwarded to Casino for further storage.
42306 – moved Chullora to Broadmeadow 6/12/10
– to be forwarded to Casino for further storage.

Tasmanian Railway [TasRail]

2115 – stored East Tamar depot

V/Line Passenger

P13 – conversion from broad gauge to standard gauge

Updated: 17 May 2011, by Tony Burgess

New South Wales



• After the train was serviced at the Australian Horsepower Service Centre, LS01 empty coal departs Goulburn enroute to Lidsdale for reloading hauled by C503/G511/44206/44204 on Wednesday 16 March 2011.
• Image by Graham Cotterall

METROPOLITAN REPORT

The Crisp's Creek garbage trains have changed loco power again with members of the AN class now being the preferred option. Prior to the change, AN4 arrived at Chullora with NR113/ NR54 on 6AB6 from Melbourne late on 5 March. AN4 was transferred to Clyde on T137 from Enfield (8161/8164) four days later. After a period of local crew training 1233 for Berrima departed Clyde behind AN4/8141 on 31 March. After the Moss Vale crews were then trained AN4 returned to Clyde (via East Hills) leading 8132 and 48156 on 2134 on 8 April. In the meantime, AN6 arrived at Chullora with NR's 21/80/06 on 3MB2 on 6 April with the 2/AN class locos combining to work their first 1221 from Clyde on 18 April. The pair didn't stay together for long as 1221 the next day was worked by 8165/ AN4/8145.

The unusual combination of NR66/ NR9/ AN9/X47 arrived at Chullora working 3MB2 from Melbourne on 16 March. The combination was repeated three days later when 3PW4 from Melbourne arrived at Chullora behind NR14/NR45/X46/AN5.

On 23 March 2XW4 from Melbourne arrived at Chullora behind NR18/NR119/ NR62/C506, with the lead loco being detached before the train continued to Port Kembla. C506 was returning to Southern coal duties after major repairs. In what is thought to be the first time a member of QRN's 5000 Class has run in Railcorp territory 6011/5008 arrived at Delec early on 4 April as D234 from Newcastle. After 5008 received wheel-lathe attention the pair returned north as D235 that night. Early the next morning G528/8132/ 8040 departed Clyde working 1233 to Berrima. BL27/8005 arrived at Clyde working 4124 from Morandoo and the AK cars ran a suburban tour, taking in Rhodes, Clyde and Botany sandwiched between 4819 and 4827. Late on 11 April 4827/ 4819 departed Chullora hauling an empty railset as 1801 to Bathurst. After the wagons were loaded the train ran to Morandoo the following night.

On 26 April, 1813 for Agrigrain departed Sydney behind VL355/603 whilst a few hours later 1811 for Auscott's departed behind

GL110/ RL310. Due to a serious runaway and collision in Enfield yard on 3 May, major disruptions to freight workings ensued. After the afternoon peak for passenger services had finished arrangements were made for freight services to run between Canterbury and Enfield via Bankstown and Lidcombe. One such service was CA69 empty coal from Inner Harbour to Clarence which passed Bankstown behind 8203/ 8257/C509/BL35/BL28.

ILLAWARRA REPORT

9138 freight from Nowra to Botany via Enfield appeared to be over-powered on 16 March when it was noted being led by 8113/8166/48152/48122/8184.

9825 empty grain for Parkes departed Inner Harbour behind 8121/GPU2/L251 on 26 March. The three locos arrived back at the unloading point working 3926 from Cootamundra four days later marshalled as L251/8121/GPU2. Also on 8 April, CK11/12 ran from Meeks Rd to Unanderra and return as 4473/AK cars/4464. On 12 April, 8928 grain

from Parkes arrived at Inner Harbour behind the unusual combination of G528/8149/L270 with the return 9825 departing behind 8113/8149/G528. ARG unloaded their first grain service at Inner Harbour on 2 May after LZ3101/DC2206/LZ3103 arrived from Clyde working 3958 with the empty train later returning to Goulburn.

SOUTHERN REPORT

On 8 March, B61/B65 unloaded rails from 1201 railset from Chullora at Calwalla before the train ran back to Moss Vale as 2202. 4204/GM10 loaded concrete sleepers at Braemar as 2207/2118 for Chullora on 9 March. POTa did a loco change at Goulburn late that night when GL110 replaced 8049 on 8114 freight from Narromine (8037 and 602) to Port Botany.

SSR were busy with a ballast programme that reloaded at Mirrool during March. 3M21/22 to Girral and return was worked by 4716/T381/T363/4701 on 10 March. Two days later, the four locos unloaded 3M21/22 in the Calleen area. RL304/RL306/GL110/602 arrived at Goulburn working 1213 freight from Port Botany late on 12 March.

The ballast train from Mirrool was a little different on 14 March after 4716/T363/4701 departed with 3M21 to Narrandera with 4816 being hired from JRW to attach to the train at Junee for the day out on the branch. 4816 was detached from the return 3M22 at Junee

that afternoon with T363 later being detached at Cootamundra before the train arrived back at Mirrool behind just 4716/4701. These two locos worked 3M21/22 to Wyalong and return two days later.

On 15 March the empty SSR southern coal train arrived at Moss Vale from Inner Harbour as 9277 behind G511/C503/44204/44206/B65. After the rear loco, along with four 2-pack PHTH wagons were then detached for Braemar, 9277 empty coal continued its journey to Goulburn for servicing.

A forlorn looking and possibly forgotten T371 was noted parked in the yards at Bomen on 21 March. Also on this day GM27/B61 worked 1M47/2M44 railset train from Chullora to Canberra and return whilst 5234 from Werris Creek arrived at Moss Vale behind BL31/8140/8128. After reversing on the triangle and detaching 8128 the train ran back to the Allied Mills facility at Maldon to unload. Another unusual visitor to Maldon arrived the following morning when 5234 was worked by 8104/8141/G540, again via Moss Vale to reverse.

After T381 had been repaired at Cootamundra it was noted with 4716, B65 and 4701 working 3M21/22 from Mirrool to Wyalong and return on both 29 and 31 March. Also on 29 March, G535/VL352 loaded 9397/3998 for Inner Harbour at AWB Grong Grong and 48139/8170 were attached to Temora - bound 9323 from Inner Harbour (L251/8121/GPU2)

at Moss Vale. Earlier that morning 9277 SSR coal train from Inner Harbour (C508/G511/G513) arrived at Goulburn for servicing. The train departed for Lidsdale as LS01 the following afternoon. Also on 30 March, T386/G533 arrived at Junee light engine from Melbourne. G533 was being returned to NSW operations whilst T386 hauled a small number of wagons back to Melbourne as 6CM7 on 1 April.

Prior to commencing grain haulage in NSW four locos and 45/AGWF wagons belonging to ARG arrived at Goulburn to be serviced early on 3 April with LDP006 towing LZ3101/LQ3122/DC2206/LZ3103 and the wagons. LDP006 later departed for Junee. The Junee-Narrandera branch was busy on this day with G535/VL352 working 3352 to AWB Grong Grong crossing the other El Zorro rake running as 3994 from the same loading point (G533/EL60) and 8154/48139/8125 working 3234 from Yanco to Maldon at Coolamon. In an unusual move 2122 freight from Crisp's Creek to Clyde was noted passing Bargo that evening with X47 leading 8138/8152. Late on 13 April, 8114 freight from Narromine arrived at Goulburn behind RL306/GL110/603. GL110 was then replaced by VL351 off 9841 empty ore from Pt Kembla as the VL was required in Sydney for wheel-lathe attention. GL110 was to work 9841 to Goonumbra but failed with the train then being stowed for two days until repairs were affected.



• Two AN class have recently been reallocated to Pacific National's Bulk Rail division to be used on the Crisps Creek garbage train. Here AN6 leads 8145/8136 on 2122 freight through the former station site of Inverloch on Saturday 23 April 2011.
• Image by Steve Hall



On a superb autumn's morning on Saturday 9 April 2011, SSR's 3M22 Ballast from Yass Junction to Goulburn climbs to the top of the Mundoonan Range behind the retro combination of 4716 and 4204, with locomotives T381 and 4701 pushing at the rear. SSR has operated numerous ballast trains over the Main South since late last year.
Image by Jason Ferguson

4701/T381/train/4204/4716 ran as 2M41 from Goulburn to various locations in the Fish River-Gunning area to unload before heading to Marulan as 2M30 to reload on 14 and 15 April. The following day the train again ran but 2M30 terminated at Goulburn instead. After 8992 grain from AWB Nyngan arrived at Cootamundra on 16 April, EL60/EL54/48s34/48s36 were detached to run to Junee. After the rear two locos were detached EL54/EL60 returned to Cootamundra to continue the job of hauling 8992 grain to Inner Harbour. The colourful combination of RL306/603/VL355/RL310 arrived at Goulburn working 1213 freight from Botany that night, with the train continuing to Narromine the next day.

2212 working SK81 AK cars failed between Werai and Exeter on 18 April with 8140/48127 off 4334 empty grain from Kooragang to Milvale being used to haul the train back to Moss Vale. After 2212 was repaired the train continued to Bogan Gate (en-route to an interstate tour) the next morning. Also on 18 April, 4701/T381/train/4204/4716 unloaded ballast from Goulburn in the Fish River area. After reloading at Marulan the train unloaded in the Cullerin area on both 19 and 20 April. For a programme in the Wyalong area over the Easter weekend 4701/T381/4204/4716 worked the empty ballast

rake from Goulburn to Stockinbingal as 3M41 on 20 April. The train continued to Ungarie the next day, reloading at Wyalong en-route. After 4204 was detached, the train ran to Weja on the Lake Cargellico branch and return as 3M41/42 on 22 April. 4204 was then re-attached before the train continued to Wyalong to reload and then return to Ungarie as 3M43. All but 4204 ran as 3M43/40 to Ungarie and return the next day and after 4204 was attached the train ran to Stockinbingal to stow (reloading at Wyalong en-route) before the locos continued to Cootamundra.

The ABA Grain facility at Kengol on the Boree Creek branch from The Rock commenced a loading programme on 21 April. 9397 empty grain with GL103/VL352 from Inner Harbour attached 48s34/48s36 at Junee before arriving at The Rock that morning. 48s34/48s36 loaded the train at Kengol and were later replaced by VL352/GL103 for the run back to Inner harbour as 3998 although the train staged at Junee until 0920hrs two days later. The 2/48 class locos loaded at Kengol again on 23 April after EL54/EL60 arrived at The Rock working 3351 from Junee, with these two locos later working the loaded 3992 to Junee where the train staged until 0005 on 25 April before heading to Inner Harbour.

To re-commence the interstate railset services S317/GM10 arrived at Cootamundra light engine from Chullora on 26 April and after attaching to the railset they headed to Victoria as 3M41.

ARG commenced their grain services in NSW on this day when LZ3103/DC2206/LZ3101 departed Goulburn hauling 43/AGWF wagons to Milvale as 2359, although as a prelude to a very tortured first run LZ3101 failed not long after departure. The train continued to Bribbaree to load the next morning with the return 3258 arriving back at Goulburn late that night. 3258 (27 wagons only) continued for Inner Harbour via Sydney behind LZ3103/DC2206 late on 27 April but after the failure of LZ3103 the train was instead terminated at Clyde. After being repaired LZ3101 ran light engine from Goulburn to Clyde late on 1 May to assist the train to Inner Harbour.

Three more grain trains were loaded at Kengol by 48s34/48s36 late in this reporting period with 3998 heading for Inner harbour from The Rock behind VL352/GL103 on 28 April, whilst EL60/EL54 departed The Rock working 3992 grain on 1 May and G535/GL103 departed working 3998 grain on 3 May.

1221 freight from Clyde arrived at Crisp's Creek behind the unusual combination of 8126/8005/AN6 on 29 April. After 8151 was

detached at Moss Vale 9337 empty flour from Nowra arrived at Narrandera behind G539/G528 on 30 April with these two locos being replaced by 8110/8138 at Cootamundra on 3938 flour to Nowra the next morning. ARG's first grain service finally arrived back at Goulburn as 9359 from Inner Harbour behind LZ3101/LZ3103/DC2206 at 1900hrs on 2 May. The train headed off to again load at Bribbaree at 0500hrs on 4 May behind LZ3101/DC2206/LZ3103 with the return 3958 grain terminating at Goulburn early the next morning. Late on 2 May 2CM3 from Griffith to Melbourne departed Bomen behind G539/G528/G541/G536/DL48. The lead two locos were being returned to Victoria for duties in their home state. After T381 failed at Goulburn on this day the ballast train to the Cullerin area departed as 4701/ train/4204/4716.

WESTERN REPORT

48101/4898/8128/8153 departed Parkes working 6M59 empty sleeper train for Grafton via Werris Creek on 4 March with the leading two locos later being detached at Narromine for Cobar ore duties. After the run to Cobar and return, 4898 and 48101 were attached to 8834 grain from Nyngan with 48136/48139/X36 at Narromine on 6 April. 8049 was attached to 2813 freight from Goulburn to Narromine with RL306/RL304/603/8037/RL305 at Goobang Jct late that night. Both Parkes - based L class locos were working in the district the next day with L270 combining with 48140/48163 to load Manildra - bound 8836 grain at Nyngan whilst L251/8172 departed Parkes working 8928 grain to Inner Harbour that night. LS01/02 coal for Inner Harbour loaded 24/ PHTH wagons at Lidsdale behind FL220/ C503/44206/44204 on 8 March. Earlier that morning 1428/1427 departed Blayney



• The AK car track inspection train is well-known for its regular nation-wide jaunts over the standard gauge mainline network but it also performs that function on many secondary and branch lines. On Thursday 7 April 2011, RailCorp locomotives 4827 (leading) with 4819 (trailing) haul HK20 inspection train through Mascot, bound for Port Botany.
• Image by Graham Attenborough

working 8162 freight to Botany and attached 4703/1433/1431 at Bathurst. 1431 was later detached at Lithgow for attention at the State Mine. In other IRA news, 1863 freight arrived at Dubbo from Cooks River behind GL101/ GL104/4497/4458 on this day and again two days later. Although members of the 44 Class do occasionally get "country" runs it is most unusual to see two of them on the same train.

Due to a loco failure on 4847 empty ore from Carrington to Cobar on 9 March with 864/48s28/1874, RL305/603 ran light engine from Narromine to Kerrabee on 10 March. 4847 empty ore was noted at Dubbo at 1400hrs the next day behind 48s28/603/ RL305/1874/864 with the front three locos all

running backwards. After the rear two locos were detached at Narromine, 4847 empty ore continued to Cobar. The return 8446 ore to Carrington was held at Hermidale until BL26/ BL33 working 8438 ore arrived at Nyngan whilst 8037 replaced 603 on 8446 ore at Narromine that evening.

The unusual combination of C503/ 44204/B65/44206 loaded LS02 for Inner Harbour at Lidsdale on 14 March, with C503/ G511/44204/ 44206 doing the honours two days later. On 18 March, RL310/RL304 loaded 8112 freight for Botany at Auscott's on the Warren branch and the all Graincorp fleet of 48211/GPU1/ 4897/4886 unloaded 8828 grain from Coonamble at Parkes Sub-Terminal.



• As the sun rises on another autumnal day at Mirrool in the state's Riverina, 4716/T363/T381/4701 await departure on Saturday 5 March 2011.
• Image by Lee Baxter



- After being inadvertently attached to 8833 Parkes – Tottenham empty grain with 4854/4898 on
- Saturday 26 March 2011, X36 stands in Tottenham yard on Wednesday 6 April 2011 awaiting the
- draining of its fuel tank prior to being hauled dead back to Parkes.
- Image by Don Allitt

Also on 17 March, KL82/ T363/KL81 arrived at Parkes as D377 from Cootamundra. After attaching to a ballast rake 8M21 departed for Dubbo with the locos in reverse order the next day.

KL81/T363/KL82 commenced a ballast programme on the Coonamble branch when they departed Talbragar working 8M21/ 22 to Combara and return on 21 March. Two days later 8M21 only ran as far as Gular and after reversing awaited the arrival of 48100/4894/4897 working 8831 empty grain from Parkes before heading back to Talbragar to reload. RL306 and 12/SQGF wagons were stabled in the yard at Merrygoen as G532/4816/48s34 arrived from Carrington to reverse whilst working 4853 empty grain to AWB Nyngan on 22 March.

In a departure from normal working 8833 empty grain from Manildra arrived at Tottenham behind 4854/X36/4898 on 25 March. As this branch is only (in old language) 60lb/per yard rail only branchline locos such as 47/48/49/ KL/T or 830 class are permitted. After the problem was realised, X36 was detached and stowed in the yard before the train loaded, with 4898/4854 hauling 8834 grain back to Parkes, arriving early on 27 March. After efforts were made to reduce X36's weight, including the draining of most of its fuel it was towed to Parkes by 48100 as 8874 with NGIF 40002 grain wagon on 7 April.

In a change of direction from the Coonamble branch, KL82/T363/ KL81 worked 8M21/22 from Talbragar to Cobar on 26 March.

48s36/G532/4816 working 4853 empty grain from Carrington to AWB Narwonah was noted at Dubbo on 27 March. Also noted at Dubbo on the day was 8037/8049/48s28 working 4847 empty ore from Carrington to

Cobar with 602 also being added by the time the return 8446 ore departed Narromine early the next morning. Some interesting combinations passed Bullaburra working empty coal trains from Inner Harbour on 28 March with 8208/ DL49/DL45/8209 working AR77 to Airly, 8216/ DL42/ DL46/DL41 working CA69 to Lidsdale and 8251/BL35/BL28/ C509/8207 working LS87 to Lidsdale. KL81/ T363/KL82 loaded the ballast rake at Talbragar before returning the train to Dubbo to await the arrival of FL220 from Chullora later that day. The four locos worked 8M22 ballast to Wallerawang on 29 March before unloading between Clandulla and Brogans Creek as 8M21/22 the next day. After being replaced by 602 at Narromine on 8446

Cobar to Carrington ore (8037/8049) on this day 48s28 ran L.E to Parkes. Prior to a hopeful return to service for the middle unit 8M59 sleeper train from Grafton arrived at Parkes behind 8107/4503/8156 on 30 March. 4503 had been attached at Werris Creek where it had been initially "stored" before later receiving attention.

G532/4816/48s36 loaded 4853/8454 from and to Carrington at AWB Narwonah on 2 and 4 April. From 2 April, 8M24/25 ballast commenced running from Broken Hill towards Kinalung as 442s5/train/44202. These trains also ran on 4, 5, 8 and 12 April. In other ballast news KL82/T363/KL81/FL220 unloaded 8M23/24 in the Pipers Flat area on 3 April. After the train was reloaded at Wallerawang it ran to Molong as 8M27 that evening to stow before continuing to Dubbo via Parkes and Narromine the next morning. A regular programme of unloading from 8M20 from Dubbo via Orange in either the Borenore area or in the Molong-Bumbery area commenced on 5 April with the above four locos.

After a very busy work programme in the Blue Mountains over the weekend Monday 4 April saw some interesting trains pass Bullaburra. The procession included LS02 coal to Inner harbour behind G511/C508/ G513, M304 plant Lithgow to Chullora with GM27/4204, M354 plant likewise with G514/ B61/4827, 8166 freight from Bathurst to Botany with GL109/4497/1445, 8164 freight from Dubbo to Botany with GL105/1427, CB96 coal with 8216/G529/DL42/DL46 and CA64 coal with 8214/8139/BL28. Also on this day 8836 grain for Manildra loaded at AWB Bogan Gate behind L251/48100/48211/48153.

After 48s32 had been detached from Cobar - bound 4847 empty ore at Narromine with 8049/602/8037 that night it was



- Winding through the curves near Sodwalls on Monday 28 February 2011, GL109/GL104/4703/
- MZ1428 haul 8166 freight from Bathurst to Port Botany.
- Image by David Arnold



• Reflected in a dam adjacent to the AWB Bogan Gate loading site, G533/EL54/EL60 are about to start loading 9891 grain empties on Thursday 7 April 2011.
 • Image by Bernie Baker

forwarded to Parkes with 869 on Botany-bound 8114 freight behind GL110/603 on 6 April. It is thought 48s32 has now been stored and that it has already donated parts to get sister 48s33 running again. G533 was being transferred from Southern to Northern Grain duties for El Zorro when it arrived at AWB Bogan Gate with EL54/EL60 on 9891 from Inner Harbour on 7 April. G533 was then detached before EL54/EL60 later worked 8992 back to Inner Harbour. G533 departed L.E to Narromine two days later before attaching to 8454 grain from AWB Nyngan with G532/4816 on 10 April. After G533 arrived at Narromine 48s36/48s34 (off – Nyngan-bound 4853) ran L.E to Parkes on their way to Southern Grain duties.

Also on 7 April, three differently liveried PN locos, L270/48132/48162 loaded 8834 grain for Manildra at AWB Nyngan.

Early on 8 April, GL105/GL107/ GL101 working 8164 freight from Dubbo to Port Botany attached GM10 at Lithgow en-route. 8M20 ballast to Manildra departed Dubbo on this day but on this occasion FL220 failed in the Dripstone area before the train propelled to Wellington to stow. FL220 was towed back to Dubbo by KL81/T363/KL82 the next morning for forwarding to Botany on 8164 freight which departed as GL105/GL107/GL101/1434/

FL220 (dead) at 0200hrs on 10 April. KL82/T363/KL81 ran back from Dubbo to Wellington L.E on 9 April and after the train was reduced in size, departed for the unloading area near Borenore as 8M20 at 0415hrs the next morning. To replace FL220 for these ballast duties B65 arrived at Dubbo from Chullora via Parkes that evening.

Around this period the re-railing of the down track in Marrangaroo tunnel caused some problems. On 9 April, 8112 freight from Narromine to Botany and 8162 freight from Blayney to Botany were amalgamated between Wallerawang and Lithgow with the combined "train" being worked as RL310/VL355/ train/1427/1443 train. Also on this day two SSR coal services were noted in the Lithgow area with C508/G514/G513 loading the regular LS02 at Lidsdale for Inner Harbour and C502/G511/ C503 loading CA08 for NCIG in Newcastle. This latter train was supplying Centennial Coal for export through Newcastle due to problems at Newstan at Fassifern. Early that morning 1874 was attached to 6NY3 (NR42/NR4) at Goobang Jct for transit to Broken Hill.

There was an interesting three way cross at Wirrinya around 1200hrs on 12 April when S317/GM22 working 3M40 empty railset from Cootamundra to Parkes crossed NR82/

NR15/NR112 working 2YN2 SteelLink service to Morandoo whilst G522/X36/48136 were loading 3838 grain for Manildra in the grain sidings. 8454 grain to Carrington only had 4816/G533 for power when it departed AWB Nyngan at 1300hrs that afternoon whilst 8M24/25 from Broken Hill to Kinalung and return was worked as 442s5/train/1874. A similar 8M24/25 was operating the next day but unfortunately one of the ballast wagons was derailed damaging many kilometres of track in the section. Perth – bound 3SP7 freight was stowed at Kaleentha, with NR42/ NR4/NR6 then running as DSP7 to Ivanhoe to stow, whilst NR92 hauling Pt Augusta – bound 3NY3 was stowed at Menindee. 3AS8 Indian Pacific had passed through the area behind NR26/DL43 the previous night but the westbound train ex Sydney on 13 April ran via Melbourne. After the track was re-opened the next afternoon both trains re-commenced their journeys. Also on 13 April, RL306 was attached in the lead of 8114 from Narromine to Botany (GL110/603) at Goobang Jct whilst later that afternoon the unusual pairing of L251/X48 worked 8834 grain from Parkes to Manildra with the two locos loading 8835/36, again for Manildra, at Euabalong West the next day and 8337/3838 at Wirrinya on 15 April.



• Rounding a curve near Kerrabee in the upper Hunter valley region, 8037/8049/602 work 4847
• empty ore westward to Cobar on Monday 18 April 2011.
• Image by Mark Hardacre

4464 arrived at Wallerawang hauling the AK cars as WK81 from Sydney early that afternoon whilst 2M54 empty sleeper train for Moss Vale departed Parkes behind G528/4887.

G528 worked 8844 railset from Parkes to Bathurst and the return D843 on 18 April. At 1345hrs on this day 4853 empty grain from Carrington to AWB Nyngan was noted at Dubbo behind G533/S302/4816. A late running 2XG1 freight from Pt Augusta to Goobang Jct sat at Condobolin from 1745-2325hrs that evening. After 442s2 was declared a failure eight wagons were detached before the train continued behind solo 8026. This, in turn, meant the return 3GX1 freight departed Goobang Jct behind 8026 solo the following day.

4898/48101/GPU1/48216/48211 departed Parkes working 8827 empty grain to Coonamble at 2030hrs on 19 April. The leading two locos were detached at Narromine to attach to BL33/8126 working Cobar – bound 4835 empty ore from Morandoo the next morning. All four locos worked the return 8436 ore through to Morandoo on 21 April.

VL351 was detached from Cobar – bound 4847 empty ore from Carrington with 602/8044/8037 at Narromine on 24 April. VL351 was later transferred to Goonumbla to work 8942 ore to Pt Kembla on Botany – bound 8114 freight that afternoon with RL301/603.

The all Graincorp combination of 48206/GPU1/48100/48211 departed Parkes working 8827 empty grain to Coonamble on 27 April. After 8145/8141/8166 arrived at Manildra working 9837 empty flour from Nowra, G528 was attached for the return 8938 flour that evening.

POTA ran into trouble with the next cycle of 4847 Cobar ore trains after only 442s1/602 loaded the return 8446 ore to Carrington on 29

April. 44202 had arrived at Narromine that day after departing Broken Hill L.E the previous day as assistance was required for 8446 ore for the run to Carrington. Both 442s1/602 failed after departure from Narromine with the train being noted arriving at Dubbo in two portions the next afternoon. After the train was stabled the three locos ran light engine to Parkes.

28 April was a very interesting day at Kelso after FL220 arrived L.E from Chullora. Two locos were road hauled in the area on the day with 4702 (for lease to SSR) arriving that morning after being loaded at Cowra. FL220 was used to transfer 4911 (purchased by SSR

from the Manildra Group) from the Downer Rail plant to the yard so that it could be loaded onto the same low-loader previously used for transfer to Bendigo for re-activation. On its way to Cootamundra for re-activation for SSR 4702 was hauled as part of the load of 8M41 railset for Victoria from Bathurst to Parkes behind S317/GM10 on 5 May, with the train continuing south as 3M41 the next day.

On 2 May, 603 was replaced by 869 on Narromine-Botany 8114 freight with RL310 at Goobang Jct. Prior to a return to service, 4503 ran a light engine trial from Parkes to the western end of Goobang Jct and return on this day with 8108, with 8173/4503 running a similar trial that afternoon.

The ballast working from Dubbo on 3 May was different from the usual when 8M20/21 ran through to Parkes via Orange. After B65 was detached, the train then ran to Tottenham behind KL82/T363/ KL81 to stable for the night. Tottenham was a little busy after 8M21 arrived as 48216/48139/4887 were loading 30 wagons for 8829/30 grain service for Parkes Sub-Terminal. 8M20 unloaded the ballast on the way back to Bogan Gate the next day with the train crossing 8827/28 which was loading another 30 wagons for Parkes Sub-Terminal at Kadungla with 48206/GPU1/ 48211. B65 was later attached at Parkes for the run back to Dubbo, again via Orange. Also on 3 May, 44202/602 ran light engine from Parkes to Dubbo to work 8446 to Carrington the next day.

There was a little loco variation to be found on coal services on 4 May, with Lithgow bound LG21 passing Bullaburra behind 8218/ C507/8139 and CA63 to Clarence passing behind 8258/C506/DL45. Also on this day and again on 5 May, T383 and 4908 worked



• Standing in the crossing loop at Willow Tree, TT101/TT103/TT106 hauling BO242 coal from Boggabri awaits the passing of NP24 passenger on Monday 28 March 2011.
• Image by James Rumble

8M24/25 ballast from Broken Hill to Kinalung and return. Earlier that morning NR26 failed whilst working 3AS8 east of Cookamidgera. NR107 later ran light engine from Goobang Jct to the rear of the train to push it to Bumberry from where NR107 ran around onto the front of 3AS8 before the train continued to Sydney.

NORTH-WESTERN REPORT

On 5 March, WH947 empty coal arrived at Gunnedah from Kooragang behind WH003/WH001 whilst BO199 empty coal from NCIG arrived at Boggabri behind TT102/TT105. After 5454 grain was loaded at Werris Creek Sub-Terminal on this day it departed for Carrington at 1440hrs the next day behind G532/VL352/48s36. For loading at Boggabri and Moree 4525 empty grain departed Werris Creek behind 48122/48160/X52/48209 on 6 March. Also on this day 5112 freight departed Narrabri West for Botany behind VL356/RL302/RL303 whilst WC801/WS802 box coal was loaded at Werris Creek South mine for Kooragang by 44208/RL310 on this day plus again on 10 and 13 March.

Also on 7 March GL103/S302/S300/48s34/T387 departed Werris Creek working 5557 empty grain to Moree to load before returning to Carrington as 5458 grain. After 4836 had replaced 48s34 in Newcastle 5458 grain again loaded at Moree three days

later. After VL352/G532 had been detached at Narrabri West. 48s34/48s36 departed for Walgett working 4557 empty grain on 11 March.

A successful trial was conducted on WH980 from Gunnedah to NCIG, consisting of 82 (instead of the usual 72) PHWH wagons on 23 March. WH001/WH003/TT104 were the train engines on WH980 coal, with the bank engines from Willow Tree to Ardglen being 8111/8205/8129. Although problems developed with 8129 the 8178 tonne load was handled without further trouble. It is expected the regular running of these longer trains will have commenced by mid - May. Also on this day, GL105/2208/GL101 loaded 5166 freight at the IPS siding west of Narrabri West yard.

With all four locos in the PN livery 5428 grain departed Werris Creek to Carrington as 8170/BL26/48152/48159 hauling 39/NGXH wagons on this day whilst TT104/WH001/WH003 passed Quirindi at 2055hrs that evening working BO209 empty coal from Pt Waratah to Boggabri. 48209/48108 departed Walgett working 5428 grain to Carrington that evening with BL30 being attached at Narrabri West the next morning. Also on 25 March, 48208/48119/4887/48165 departed Werris Creek working 4527 empty grain to Curlewis and Edgeroi.

Around 0700hrs on 31 March, WH920 coal from Gunnedah departed Werris Creek behind TT101/TT103/TT106/TT104 after the

rear loco had been detached from Gunnedah bound WH281 (with TT102/TT105) to assist the loaded train to NCIG.

After the lead loco was attached at Werris Creek, 1529 empty grain from Enfield departed for Gurley behind 8166/8137/X50 on 1 April.

Also on this day 1431/4458/1433 departed Narrabri West working 5166 freight to Botany whilst 8163/8040 departed Bellata working 5136 grain to Enfield. Also on 3 April, 8254 failed whilst working BO244 coal (with 8255/8213) from Boggabri between Curlewis and Breeza. 8129 ran light engine from Werris Creek to assist the train. 8129 and 8254 were later replaced by 8205 for the run to Kooragang at Werris Creek.

A late running 1565 freight from Cooks River to Narrabri was noted at Ardglen at 1300hrs on 6 April behind 1433/2208/1431. Later that day 8136/48121/X45/X50 departed Werris Creek working 5136 grain to Enfield whilst that afternoon 48135 suffered a major fire at Gunnedah after it had arrived working 5538 grain from Moree with 48122. After being stabled at AWB Bellata since 4 April, 5557 empty grain to Walgett departed behind G521/S300/S302/4836/T387 at 2340hrs four days later, with the leading three locos being detached at Narrabri West.

On 11 April, X48/4887/48100/8172 departed Werris Creek hauling 27 empty grain wagons (mostly Manildra's own MGFH's)



Grinding upgrade through on a beautiful afternoon, RL310/44208 haul WS802 coal from Werris Creek to Walsh Point in Newcastle on Sunday 6 March 2011.
Image by Paul Vanderstelt

to Manildra via Narromine and Parkes. Two interesting combinations arrived at Werris Creek at the head of empty grain services from Carrington on 12 April. 4523 was worked by 8127/BL30/48158/48217 whilst 4525 was 8174/8160/X51/48140/48209 with X51 departing for Enfield leading 8132 on 5136 grain the next day. The unusual combination of 8111/8007/8254 was noted working as the Ardglen bank engines on this day. X50/X45 loaded 1535/5136 grain for Enfield at Moree on 14 April with 48138 being attached to the loaded train at Werris Creek that night.

A series of tests were conducted in the Emerald Hill-Boggabri section from 18-21 April. C502/C503 arrived on the first morning hauling 10 loaded 2-pack PHTH coal wagons from Newstan. After the required tests were completed the train continued to Narrabri West to stow overnight with the return NW452 departing for NCIG via Newstan, to refuel, the next morning. The now empty train arrived back in the Emerald Hill area on 20 April to continue the testing and after this was completed the train again ran to Narrabri West. On this occasion the return train departed the next morning to Broadmeadow.

There was plenty of available power on 20 April, when 1511/5112 freights from Botany arrived and departed Narrabri West behind RL305/8044/RL304/VL351. Early on 21 April, 4557 empty grain from Carrington arrived at Moree behind G521/T387/S300/S302/4836

with the train heading to AWB Bellata at 1330hrs the next day.

X45/X50/8140 departed Werris Creek working 5136 grain to Enfield on 27 April, with 8049/8044/RL304 arriving at Narrabri West working 1511 freight from Botany the next morning.

NEWCASTLE & NORTH COAST REPORT

There were a number of interesting grain combinations in and out of Carrington on this day with 48119/48208/8182 arriving working 5420 grain from Werris Creek. 4523 departed for Werris Creek behind BL31/48159/48121 whilst on the El Zorro front 4557 for Moree departed behind GL103/S300/S302/4836/T387 and VL352/G532/48s36/48s34 departed working 4555 for Walgett. The unusual combination of 864/48s28/1874 departed Carrington working 4847 empty ore to Cobar on 10 March. 1874 was heading for Broken Hill to take up ballast duties on the line back towards Parkes.

To take up coal duties, 2204/6012 departed Newcastle for Duralie light engine on 11 March. DU601/602 test trains were run to Stratford and return 2 days later with DU602 noted awaiting the passing of NT36 Grafton-Sydney XPT at Stratford marshalled as 6012/2204/42302/ train/42303/42305.

G532/VL352/48s34/48s36 arrived at Carrington working 5454 grain from Walgett on

12 March. Also on this day 5424 grain from Werris Creek arrived behind the most unusual combination of X48/BL31/48156/48158. Fourteen new QHBH coal wagons arrived in Newcastle behind 42301 from Landsdowne Engineering near Taree on 13 March. Also on this day RL305/8037/48s28 arrived at Carrington working 8446 ore from Cobar and 6422 freight from Grafton arrived at Morandoo behind G539/ 8152. It is understood that Northern Coals G520, G523, G526, G538 and G543 were stored at Kooragang by 17 March. G's 519 and 529 had been running in Southern Coal service from Pt Kembla but were transferred to Newcastle in late April.

Xstrata Rail were noted running some coal services in March with XRN's 003/004/008 noted on the 19th whilst the next day a loaded service passed East Maitland with the same 3 XRN's with XRN010 leading and a later empty train had XRN's 002/009/003/004 at the point. On 25 March, 48s28 ran L.E to Singleton to haul 6/SQGF wagons back to Carrington before combining with 8037/8049 to work 4847 empty ore to Cobar that evening.

WH001/TT104/WH003 departed Pt Waratah hauling 82/PHWH wagons to Gunnedah as WH149 on 27 March, with XRN's 002/009/003/ 004 passing Maitland heading for the port not long after. Later that day 43202/42305 arrived in Newcastle as D642 from Duralie whilst the loaded DU601 for Stratford was noted marshalled



Since the demise of oil trains in New South Wales during the summer of 2009/10, the X class locomotives that had been allocated to those duties have found extensive use on domestic grain trains. On Sunday 3 April 2011, Weston Milling grain service 5136 crests the grade near the site of Pothana, west of Branxton, behind the unusual combination of X52/X46/X51/8107/8040.
Image by Peter Attenborough



• **Rolling across the Namoi river bridge at Narrabri, G537/48152/48159 haul 5426 grain from Moree on Friday 1 April 2011.**
 • **Image by Paul Vanderstelt**

as 6012/42303/train/ 2204 at Duralie for departure next morning.

There were some interesting coal train combinations on 30 March with 5029/5030/6002 being one such train whilst on the PN front 8228/ 8212/9204/8201 worked BC121/122 from Kooragang to Bulga and return and 9008/9215/9213 worked LD173/ 174 from Pt Waratah to Liddell and return to Kooragang. Also on 8 April, 4523 empty grain to Werris Creek departed Carrington behind 48158/48140/4887/48209 whilst 1467 freight from Cooks River arrived at Sandgate behind 1432/4458. The following day, BL31/48146 departed Morandoo working 4621 freight to Grafton, BL31 failed and was replaced at Mt George by NR85 off Acacia Ridge - bound 6MB2 freight. BL31 was attached to 4621 freight with 8126/48122 on 23 April and hauled to Morandoo via Grafton.

Three interesting combinations arrived at Carrington working grain services on 18 April with G521/S300/4836/T387 bringing in 5456 grain from Beanbri, G533/S302/4816 on 8454 grain from AWB Nyngan and 8160/BL27/48209/48140 on 5428 grain from Werris Creek. G537 replaced BL27 before this combination departed the next day.

For a number of days from 24 April the impressive combination of XRN's 008, 007, 004, 001 and 006 were noted working coal services in the Hunter Valley. With the rear loco

being transferred to return to its normal duty of Goonumbla-Pt Kembla ore trains, 4847 empty ore to Cobar departed Carrington behind 8037/8049/602/VL351 on 24 April. 5430 grain from Werris Creek arrived at Carrington behind 8175/G537/8050 the next day with G540 later departing working 4523 empty grain to Werris Creek.

With thanks to Don Allitt, Wayne Coleman, Rick Coles, Peter Cousins, Ken Davis, Darrell Gainey, Peter Gambling, John Hourigan, Justin Moy, Dave Oliver, Dave Porter, Ted Rose & Ivar Sorrasson.



• **Awaiting departure from Narrabri after conducting lineside noise testing between Emerald Hill and Boggabri in the days previously, C503/C502 haul 5478 empty coal to Newcastle on Thursday 21 April 2011.**
 • **Image by Karl Costanzo**

Victoria



• As the sun rises over Melbourne on Sunday 17 April 2011, S317/GM22 arrive at Laverton loop with 6M41 railset. After running around the train, they departed for Seymour where the rails were discharged the following day.
• Image by Bernie Baker

WESTERN REPORT

El Zorro's 9767 goods enroute to Portland worked through North Geelong with 44209 solo at 0515hrs on 15 March whilst on 28 March it attached TL153/TL155/TL154 at Murtoa after the three TL's had worked L.E from Adelaide before working 7763 grain to North Geelong with T342 however mechanical/electrical faults with the TL's saw all three detached at Inverleigh for repairs.

QR National's 3MP1 service passed through Gheringhap with G516/G534/2202 at 2235hrs on the 22 March unusually without a LDP or 6000 class in the consist.

XR559 was hired to the intermodal division for a short period when 6MA5 departed with NR19/XR559 on 25 March. It accompanied NR120 on 3MA5 on the 29 March, then with NR59/NR31/NR120, 6MA5 with NR96. It returned to Melbourne on 2AM5 on Tuesday 5 April with NR94/AN4.

2 April saw LDP001/LZ3101/LQ3122/DC2206/LZ3103 on 6AM1 with 45/AGWF from Western Australia pass North Geelong at 1330hrs subsequently continuing two words Goulburn that afternoon as 7MC7 after changing over LDP001

for LDP006 for the journey north. Two days later saw LDP005/CLP11/L3115 haul 6PM1 QRN service into Melbourne; L3115, a very unusual visitor. It later returned to Perth on 2MP1 service.

T342/TL155 teamed up to haul a rail train discharging rail between North Geelong and Gheringhap on Sunday 10 April but problems with loading rail saw this trip cancelled and subsequently it then worked on 13/14 April.

GWA burst onto the scene with a short term contract for moving grain from Murtoa to North Geelong on 11 April with CLP17/GM42/CLP8 as 7758 running again on the 15/17 April.

Noted through Newport at 0515hrs on Friday 29 April was 7968 Mineral Sands with T386/TL152/TL154/TL155/T342 whilst T385/T342/TL155 were seen through Moorabool at 0950hrs on 8 May with a container freight from Horsham.

6 May saw XR558/G528/G539 run light engine from South Dynon to Murtoa picking up 12 wagons for Dimboola arriving there at 1515 hrs. G528/G539 worked 7726V grain ex Nhill which arrived in Portland in the wee hours of 10 May and departed that afternoon at 1450hrs for another load at Nhill. XR555/XR559 hauling

7724V grain, ex Murtoa was noted near Wingee at 1325hrs on 13 May. It later departed North Geelong at 1810 that evening. The same day saw XR558/G528 arrive Portland at 0230hrs, discharging of the grain started at 0700hrs with the train departing at 1400hrs back to Murtoa.

El Zorro visited Portland again on 17 May when 9767 goods was hauled by T342/TL155/TL152.

SOUTH WESTERN REPORT

X42/X43 hauled 9241 goods to Geelong on 7 May for wagon maintenance purposes, it then returned to Melbourne that afternoon with X37/XR550/X43/X42 on 9242 goods.

NORTH AND NORTH WESTERN REPORT

On the 12 March, total occupation occurred between Toolamba and Murchison East due to urgent track works adjacent to the Broken River Bridge south of Toolamba. The Mooroopna and Tocumwal container freight Services were diverted from Melbourne to Echuca via Bendigo. It then ran as push pull from Echuca to Toolamba on the unused branch

25kph speed limit was imposed with a certain sections down to 15kph. Communities were warned through much PR in the local press that train services would resume after that date. Many locals gathered lineside to witness this rare event. The first diverted service ran as 9005 on the 13 March with A79/A73 returning as 9006, the same pair worked the train again on 17 March. G527/A71 then ran the service from 22 till 27 March. A71/X39/P20 took over on 31 March with until the 8 April, it was hauled by A78/X39/P20.

9101 Merbein goods was sighted through North Geelong at 1800hrs with G527/X49/A79 on the 7 March whilst 9102 goods ex Merbein was seen also through North Geelong with G525/X49/P22 at 0755hrs 18 March then later that day, 9124 grain ex Carwarp with BL32/XR554 arrived at North Geelong at 1430 hrs to discharge.

B74/X31/T357/T333/T356/T395 arrived at Ballarat around 1600hrs on 29 March hauling 9161 empty grain having come from Geelong with the train then stabled in Ballarat yard overnight as the driver was not feeling well. It remained there till until Thursday night leaving Ballarat around 2030hrs for Carwarp. 9164 grain departed Ballarat on Friday 8 April as B74/X31/T357/T378/T320/T333 having loaded at both Birchip AWB and Carwarp.

On the evening of 16 April, T378/T320/T357 hauling 9062 grain encountered difficulties at Harcourt and the train was terminated due to the inability to haul the load and returned to Bendigo. The following morning, another attempt was made with the train noted passing over Taradale Viaduct at 0840hrs. On 18 April, 9162 grain ex Birchip was sighted through Ballarat at 1600hrs with B74/T357/T320/T378 and two days later, it ran through with B74/X31/T395/T320 at 2030hrs.

On the 6 May, 9122 grain from Underbool with XR551/XR550 ran into troubles near Talbot when XR550 failed, assistance was sourced from North Geelong, 9245 ex Somerton cement with A85 and X39 from 9203 Warrnambool goods were sent light engine to Talbot to assist XR551 back to North Geelong. G524/A71 ran 9101 Merbein goods being sighted at Werribee at 1405hrs on the 9 May with the same locos running the same service on the 13 May noted at Footscray at 1055 hrs.

S303 returned to service after a main generator change at SSR Bendigo and was noted through Lake Boga at 1630hrs on 9 May hauling 9062 grain with T395/T378. However during shunting moves at Raywood, B74 and two wagons were derailed, the train finally arriving into Bendigo around midnight. It subsequently departed the following morning around 1000hrs with S303/T395/T378/X31.

NORTH EASTERN REPORT

Previously reported last month of the return to service of S312 into Victoria meant that El Zorro could reduce its dependence on the unreliable 44209. On 10 March, S312/T342/T385 ran 5CM5 grain from Oaklands, then on 12 March, 7CM5 had 44209/T385/T342/T312 whilst on 14 March 2CM5 had S312/T342/T385/44209 and on the 16 March 4CM5 had C501/T385/S312 when sighted near Donnybrook early evening, C501 had remained at Benalla. The 18 March saw 6CM5 grain with S312/T342/44209 and on 20 March, 1CM5 grain with 44209/T342/S312.

The Hanson quarry train to Kilmore East has been noted on a number of occasions such as on 31 March with X49/X37 then on the 11 April, X43/X41 and finally on 18 April with X42/X43.

5SM2 freight arrived into Melbourne at 1700hrs on the 7 April with NR111/NR54/X52/X46, the two X's then worked together to Benalla loop on the 18 April, back to North Geelong and Gheringhap and back to South Dynon for crew training purposes. Another trip occurred on the 27 April but with XR558, X52 and X46.

On the 30 April, 7CM5 grain from Oaklands had T385/TL152/TL154/TL155/T342 whilst 5MC5 empty grain was hauled by T386/TL154/TL152/C501 with C501 detached at Benalla.

2CM3 freight from Griffith NSW, arrived into Melbourne on 3 May with G529/G528/G541/DL48/G536, the two G's being required



• With Mt Piper looming in the background, the multi – coloured lashup of S312/T342/T385/44209 haul 2CM5 grain from Oaklands to Geelong on Monday 14 March 2011.
• Image by Doug Knowles

for grain duties here in Victoria and 2MC2 freight departed Appleton Dock on 9 May with an unusual combination of G530/DL50/DL43 hauling X52/X46. The two X's being returned to NSW for grain working.

S317/GM10 worked 6M42V rail train being noted at Benalla on daybreak on the 7 May, one of a number of rail trains that have operated during the reporting period.

S313 ran Light Engine between Seymour and Newport after a total repaint into the VR blue and gold colour scheme on the 10 May. Late that same evening saw G525/H1 run 9355 empty grain to Tocumwal from North Geelong and return to Kensington. It returned to Tocumwal for another load two days later.

EASTERN REPORT

The only regular freight on the corridor, 9461/9462 to Maryvale ran as A73/S307 on 1 March and on the 3 March it had H1/T400/A73 whilst on 24 March saw 9461 with X39/XR550 through Pakenham at 0500hrs.

METRO REPORT

9555 steel to Long Island on 10 March had BL34/A77 then on 23 March, 9553 steel empties to Long Island had BL34/A79/A77.

On 27 March, 9261 ex Dynon to North Geelong was sighted as B74/X31/T333/T356/T395, X31's first run with El Zorro after being returned to service by the Seymour Rail Heritage Centre.



• Climbing the notorious Warrenhelp Bank on the outskirts of Ballarat on Saturday 2 April 2011, Y168 works 9162 empty cars, a brand new X'Trapolis suburban set from Ballarat Workshops to Newport for commissioning.
• Image by Marcus Wong

Due to signaller error at Kensington on 27 April, 9596 empty grain ex Allied Mills at Kensington with G525 was misrouted. It was then worked unusually to Westall to run around, forming 9141 grain empties from Westall when noted through Richmond at 1725hrs.

On 29 April, N463 hauled ACN45/BRN43/BN5 from Newport workshops to South Dynon for bogie exchange to standard

gauge with N464 hauling the remaining two cars, BDN21/BN10 from Newport to South Dynon for conversation to SG on 11 May. A test run was run to Seymour on 19 May hauled by N469.

With thanks to Frank Hinde, Steve Molloy, Chris Nuthall, Graham Elliott, Peter Sweeten and Rhett Stone.



• A73 assisted by A79 on the rear works a 'diverted' 9006 Tocumwal freight through Merrigum on Friday 18 March 2011. The Toolamba-Echuca line was brought back into use at a restricted speed limit of 25 km/h owing to the closure of the Toolamba-Seymour section of the Shepparton line for bridgeworks.
• Image by Alan Holding



: Seen here near Dunkeld, 7968 goods from Portland to Westgate siding in Melbourne is hauled by 44209/S312/T386/C501 George Brown on Tuesday 1 March
 : 2011. At Maroona, the train was split with the containers and C501/T386 heading to Melbourne whilst 44209/S312 hauled the grain wagons to Dimboola.
 : Image by Katie Miller



: The colourful lashup of 6007/CLF3/CLP11/2202/42206 haul a late – running 6PM1 QRNational freight through Great Western on Monday 7 March 2011.
 : Image by Frank Hinde



• After being worked from Adelaide the previous night to Murtoa light engine, TL153/TL155/TL154 were attached to 7763 grain between 44209 and T342, seen here enroute to North Geelong at Wingeel on Tuesday 29 March 2011.
• Image by Stewart Anderson



• Climbing up from the Maribyrnong River bridge near McIntyre loop, NR111/NR54/X52/X46 haul 5SM2 freight on Thursday 7 April 2011. The two X class were on transfer back to Victoria to assist with grain haulage.
• Image by Julian Insall



• On Saturday 19 March 2011, seen here near Manor loop, X44/A85 hauls 9233 goods from Tottenham yard to North Geelong, its consist destined for scrapping.
• Image by Darren Wood



• After a Siemens suburban set derailed at Pakenham, T377/T376/T369/T373 were sent to retrieve it. Here 7510 transfer destined for Newport workshops approaches Dandenong on Monday 14 March 2011.
• Image by Chris Gordon

Queensland



• QRN diesels 2414D and 1738D lead Emerald-bound empty cattle train 6EC3 through Glanmire, near Gympie on the afternoon of Sunday 10 April 2011.
 • During the first few months of 2011, cattle traffic from the Central Queensland region has been operating to Dinmore in Brisbane on average three times per week.
 • Image by Matt Green

CENTRAL REPORT

On 28 February, 4016 was working East End to Fisherman's Landing limestone and had been since Saturday 26 February. 4045 was working the same service on 29 March.

2208D/2209D/2203D worked 9TJ9 Baralaba coal out of Gladstone on 3 March, while 2258/2252/2152D worked 9FJ2 between Moura Mine and Beldeen. The only other 2250 class locos at Callemondah were 2253, 2265 and 2275, and of these, only 2265 was being used. 4032/2265; 4018/4117 had worked 9F74 Lake Vermont coal into R.G.Tanna coal terminal to unload.

On 9 March, PN's 8319 were delivered to Auckland Point, departing Maryborough West as LGP1. 8320 was similarly delivered on 24 March. 8322 jumped ahead of 8321 when it arrived at Auckland Point from Maryborough West on 21 April. It wasn't until 13 May when 8321 arrived at Auckland Point.

On 2 March, 3760 commenced coal use on EH36/EV37 Hail Creek to Dalrymple Bay service with the locos marshalled as 3840/3760; 3714

departing Jilalan. On 3 March, 3715 arrived in Gladstone vehicle on 8G16 freight overnight from Yukan, and was moved to Callemondah shortly after for crew training. On 14 March, 3709 and 3718 arrived in Gladstone on 8G16, having travelled vehicle from Yukan overnight, joining 3715 at Callemondah.

3757 and 3761 both commenced service on 4 March. 3757 commenced its coal use on E902/EV03 North Goonyella to Dalrymple Bay service with departing Jilalan 3757/3824; 3737 departing Jilalan. For 3761, its first coal use was on E500/EV01 German Creek to Dalrymple Bay service, the locos as 3761/3804; 3736. 3762 arrived at Yukan on 4 March and was moved shortly after to Jilalan, along with 3406, 3409 and PN's 7113, the latter heading to the wheel lathe.

2275/2265/1723D worked 0UB4 ballast from Bluff on 8 March to the Rolleston line to unload 22/VBO from Yarwun. The train returned as 0GB5, arriving back at Gladstone as 0GB6 the next day. 1723D (from the Bluff shunt) was taken through to Gladstone. This

ballasting allowed the Rolleston line to re-open on 9 March after significant flood damage repairs, including rebuilding 3.5 kilometres of track, repairing two seriously damaged culverts and reconstructing the abutments of two bridges in the Comet River area. The first train, 9U72, arrived at the mine pre-dawn to load, departing as 9F71. 4126/4017; 4032 were working the 100 wagon train.

1763D/2100H departed Mackay as LWR2 on 9 March, arriving at Waitara to attach for unloading at Wotonga as 72R2 railset.

On 14 March, 3168/3419/3104 ran as GJ25/GW44 from Coppabella to Yukan and return.

On 30 March, 3104/ 3419/ 3168 ran as G362 from Coppabella to Peak Downs to rescue E346 (3816/3751; 3737) with a damaged pantograph on mid train loco, 3737. As EG47, they departed Peak Downs with 3737 vehicle and the rear 60 (empty) wagons. At Coppabella, they attached vehicles 3806 (ex derailment) and 3724 (damaged pantograph) for the trip to Jilalan. Meanwhile, the front half of the train, worked by 3816/3751, worked from

Peak Downs as EGG7 the next day terminating at Coppabella.

3763 (ex 3116) departed vehicle on 7Q39 freight with 2214D/2500D, from Acacia Ridge on 19 March, arriving at Yukon on 20 March and was shunted to Jilalan later that day. 3763 was the last of the 3700 class conversions and the only non 3200 class loco used.

3762 commenced its coal use on E764 Blair Athol service (3762/3816; 3737) in stop start fashion on 22 March, which then stowed at Villafranca. The train didn't re-enter service until 26 March, when it formed E710/EV11 Blair Athol to Dalrymple Bay service. On 14 April, 3763 commenced coal use on EH58/EV59 (3825/3763; 3717) Hail Creek to Dalrymple Bay service. It ran as E248 as far as Waitara before being diverted.

On 24 March, 3413 and 3420 were transferred from Yukon to Callemondah on 8G16 freight. 3805, 3406 and 3408 were attached to 8G16 freight hauled by 2170D at Yukon for conveyance to Callemondah on 29 March.

On 2 April, 3718/3804 ran as GE41/GE42 from Gladstone to Dingo. They were heading to Bluff for tuition purposes, but terminated at Dingo until 4 April when they continued as GE42 from Dingo to Bluff. 3709

was still in No. 5 dock at Gladstone for the same reason.

4143 and 4144 were attached to 8279 freight behind 2824 at Rockhampton and departed for Townsville on 2 April.

On 5 April, 3918 went vehicle on 8G16 freight from Rockhampton to Gladstone to re-enter coal service. Also, 4114 went north vehicle on 8273 freight from Rockhampton, for Merinda and Pring. 3918 commenced coal use on EB01 Curragh empties (3506/3573/3918; 3551/3553), departing Callemondah on 9 April.

4145 and 4146 departed Rockhampton for Townsville as vehicles on 8273 on 21 April, arriving the next day.

2471D/1749 departed Longreach on 6YC1 for Lakes Creek, with 44K, mostly from Winton, on 28 April. As 2471D had failed at Alpha, 1730 was sent from Emerald as LW46 to lead 1749. 1730 was later replaced by 1744D at Emerald, 1749/ 1744D working the last leg from Emerald to Lakes Creek on Saturday 30 April. The same day, 4147 and 4148 went vehicle on Y375 (2825/2171D) from Maryborough West to Rockhampton to commence trials. These locos are the first two of the Western Australia destined batch. 4147's first run was on 2 May, working 8874

south from Rockhampton with 4148 vehicle.

4148's first run was on the same train two days later with 4147 as vehicle. After a number of similar trips, 4147 and 4148 were taken to Redbank Shops on 7 May on 7F30 for commencement of WA modifications, prior to being trucked over there.

NORTHERN REPORT

A rare 'coke breeze' train ran from Bowen Cokeworks to Abbot Point over 2-3 March. 2476D worked 8/VALQ and 9/VAZQ as 9Q70 from Pring to Bowen Cokeworks on 2 March, loading and returning to Merinda to stow as 9A71. 2181D was attached the next day to the lead of 2476D to double-head the leg to Abbot Point to unload. 2198F/2497H worked 67G4 from Mackay Harbour on 3 March, with 42 empties for Mount McLaren. On the Mt Isa line, 2824/2480D departed Phosphate Hill on 9Y93 acid empties for the coast. 2838/2846 followed on 9283 fertiliser a few hours later.

4141 went vehicle on 9M48 to Charters Towers for crew training on 5 March. 4142 was in the dock platform at Hughenden for the same purpose. On 6 March, the NCL was closed between Ingham and Townsville, due to heavy rain and flooding, and didn't re-open again



- The new 4100 class locomotives which are allocated to QR National Freight continue to be trialled on container services 8874 and 8375 between Fishermans Island and Rockhampton. In this extremely rare view, 4143 (on trial) leads vehicles 4144/4145/4146 on 8375 freight out of the loop at Baffle, north of Bundaberg on a gloomy Thursday 31 March 2011. This is one of those occasions where you wish the sun was shining!
- Image by Lincoln Driver

until 14 March. 2197F/2186F worked 6Z23 from Capella with 38 hoppers of sorghum for Mackay Harbour. 2186F is usually captive on one of the Fisherman's Landing limestone trains at Gladstone. 2840 hauled 8G16 south from Yukan with vehicles 3407, 3316, 2269, 2179D and 2338. The two electrics were heading to Callemondah. The first McNaughton to Mount Isa containerised coal train ran on 7 March, 2211D/2390 working 29 PCZY wagons of ARG containers south from Pring. They loaded at McNaughton mine, the train arriving back at Pring as 9293 before continuing to Stuart, and then to Mount Isa as 9M94 that night. A trainload of McNaughton coal is required for Xstrata once a month, in between the coke movements from Bowen.

2150D and 2151D worked a series of tests either end of the new AGMS track geometry

wagon between Nome and Storth on 8 March. LTC 1849 was also on the specials, which ran as 6QT1/62T2/6QT3/62T4 from Stuart.

2174D/2178D worked 0NR2 from Pring on 10 March, running through to Newlands and back to 'missing link junction' at 146.125 km near Havilah as 0PR3. A loaded 7 wagon IRG railset was placed on the spur (officially known as Newlands Junction), the locos returning as LPR3 to Pring. This was the first work train on the new line, which had around 200 metres manually laid.

On 14 March, 2603 went vehicle from Stuart to UGL Rail Bohle for ATP mods. 2807 also went along for collision repairs (Charters Towers 22 November 2010), 2842 hauling both as 8211. 2842 then hauled 2610 back to Stuart as LT36, its ATP mods completed. The 2600 class may be used on Goonyella to Abbot Point construction trains.

2188D/2181D hauled the 30 wagon 9S94 McNaughton to Bowen Cokeworks coal service on 16 March. This train featured QR's oldest coal wagons, all over 40 years old. It was following 9A43 from McNaughton (2266/2259/2263/ 2274), with 4112/4108/2257 working 9A41 Newlands coal behind it. On 24 March, 2824 towed 2605 from Stuart to UGL Rail Bohle as LF15 for ATP mods. It attached 2802 and 2603 there and returned them to Stuart at LT24.

On 7 April, 4114/4113/2259 departed Pring at near midnight as LB02 for Binbee. They attached 84 wagons there and formed 9B00 for Sonoma. This was 4114's first coal use at Pring.

On 8 April, in a very rare working, 4114/4113 worked 47 wagon 9S88/ 9L99 from Pring to McNaughton and return. Upon arrival back at Pring they handed over to 2213D/2188D for the run to Cobarra.

Pacific National commenced its new magnetite haulage from Cloncurry to Townsville in April. Prior to the first train running to Townsville, 8315 ran as LH02 from Townsville to Hughenden to commence crew training on the Mount Isa line. On 11 April, PN's first loaded magnetite train worked through Hughenden as 9227 with 8315/8318, 92 ROAF wagons and 8316 on the rear. This train was not the first revenue train but a test train to monitor new operational features such as ECP braking, pull push, and a wired distributed power set-up. A crew car is still a couple of months off, with crews being changed at Marathon and Charters Towers on this trip. Once ready, the train will be 90 wagons and the crew car. The rear unit is in DP mode, and is also used to shunt at Cloncurry and at Townsville. The rake of wagons is split in two at Townsville to facilitate unloading at the Port, (the unloading siding cannot hold the entire train) and to allow servicing of the locos. On Tuesday 12 April, 8316 lead the first PN magnetite train down to Townsville Jetty. It was hauling 46 ROAF (about 3680 tonnes), which was the first half of the train that had arrived at Stuart the previous day. The second half was taken down to the Jetty during the early hours of Wednesday morning by 8316 again. The same day, 4142 went vehicle on 9E48 from Charters Towers, heading to Hughenden for tuition use. 4141 commenced regular use on the corridor, the start of official revenue use of the class in the region. 2827/4141 worked 9E56 Yurbi empties from Townsville Jetty; the Cannington traffic to be the early roster for the class.

PN's 8317 were transferred to Townsville from Rockhampton on 20 April as vehicle on 82P5 (PN004). Its first run in magnetite traffic was on 6 May on 9E22 (8316/8317; 8318).

2470D/ 2155D propelled the TLM from Havilah on 17 April to the Northern Missing Link spur at 146.125 km as ONT2 for the start of tracklaying. The locos then ran as LPT3 to Pring.



• QR National locomotives 2322D/2333D work loaded coal train 9817 ex Cameby Downs near
• Miles on the dual gauge line through suburban Murarrie, Brisbane on the morning of Tuesday
• 12 April 2011.
• Image by Matt Green



On Tuesday 12 April 2011, 2493/2489 hauls 6R06 pipes through Gatton enroute to Rainby, a new siding between Columboola and Miles.
Image by Stephen Karas

4144's first revenue trip was when 2820/4144 worked 9E56 Yurbi empties from Townsville Jetty on 23 April. 4143's first trip followed on 26 April when 2802/4143 was noted working 9E46 Yurbi empties out of Townsville Jetty. Other first trips were 2848/4145 on 30 April working 9E56; 2849/4142 on 2 May working 9T74 and 9E46 worked on 3 May by 2809/4146.

SOUTHERN REPORT

With the usual electric Tilt Train yearly maintenance occurring during the traditionally slow tourist traffic period in February to April, 2359 worked 4901 (P301 Tilt replacement) from Brisbane to Rockhampton on 1 March. 2387 worked the return trip the next day. On 4 March 2347D completed its overhaul. 2347D didn't enter revenue service until 17 March when 9E08 Ebenezer empties (2364D/2347D) was ex Fisherman Islands. 2361 departed Redbank by road for Western Australia on 2 March, arriving there on 9 March. (Note: there was a typographical error in ARI 7 where February and January were quoted instead of the correct March and February respectively.)

1754D/2498H and 1720/1749 worked 06B6 ballast to Helidon on 2 March, unloading between Grantham and Helidon. The train loaded at Wulkuraka on the way out, and upon reaching Helidon, returned

as 0FB7. On 3 March, 2392/1763D worked 6243 out of Acacia Ridge with vehicle 3762. The load was 23 railset wagons for Yukan. 3406 and 3409 were attached at Rockhampton for Jilalan. The same day, the only West Moreton services running were Ebenezer coal trains. 2350/2351 worked 9E93 into Fisherman Islands, while 2313D/2312 worked 9E00 from there a few hours later. 4143 and 4144 ran as L424/LM25 on test from Maryborough West to Gympie North and return, on 4 March.

The same day, 1720/2307; 1754D/2498H worked 06B6 ballast to Helidon, loading at Wulkuraka en route. 2306D/2334D and 9Y34 were still stowed on the Up Main at Helidon, having been there since 9 January.

2170D/2182D worked 8375 freight into Maryborough West early on 8 March, handing over to 4144 to lead to Rockhampton. 4143 was attached as a vehicle, followed by the two 2170 class. The train arrived at Rockhampton shortly after 1030hrs. 4144/4143 then worked 8874 freight south from Rockhampton later that night.

The first train from the top ran down the Toowoomba Range on 9 March, 05B3 ballast (2366/2365; 2339D), unloading from Harlaxton to Spring Bluff, before returning as 06B4.

2496H/2498H worked 7F30 from Acacia Ridge to Doomben on 11 March with 12/QLX

type wagons for scrapping. On 21 March, 4144/4145 worked L424/LM25 test from Maryborough West to Gympie North and return. The same day, 2801 entered Redbank Shops for 'F' inspection.

On 23 March, 2489H; 2490H/2479D worked 0DB8 from Toowoomba to Malu, loaded ballast, then ran as 05B9 to Murphy's Creek. They returned with 06B0 to Toowoomba. 2306D/2334D then worked 9634 from Helidon to Toowoomba, recovering the train stowed there on 9 January. This was the first 'through' working on the Toowoomba Range since the closure in January.

On 24 March, 2353/2314 departed Willowburn yard with 41 loaded coal hoppers for Swanbank as 9561. This consist had been sitting since early January, and was to be unloaded at Swanbank due to coal deterioration. 2350/2351 had been attached to the rear at Wulkuraka and worked the train down the branch, using the Box Flat balloon to turn the train. After unloading at Swanbank, it departed as 9662. 2314/2353 were detached at Ipswich, the train continuing to Helidon to stow on arrival. It didn't move again until Monday. 2362/ 2352D worked another 39 loaded wagons from Willowburn as 9653, stowing at Grandchester on arrival. The next day, this second Swanbank coal train was diverted to Fisherman Islands instead.

On 28 March, after no movements over the weekend, the Toowoomba Range reopened for full operations. 2337D/2346 hauled 9855 Jondaryan coal from Toowoomba to resume services. The next loaded service was 9813 (2365/2332D), and the first empty train up the Range was 9614 (2353/2314) ex Helidon.

On 31 March, 8375 freight attached 4145 and 4146 as vehicles behind vehicle 4144 at Maryborough West. With 4143 hauling, there were four new locos on the train to Rockhampton. On 5 April, 4145 (with vehicle 4146) worked 8874 freight into Brisbane, arriving at Fisherman Island near midday. They then worked 8375 north later that night (4146 working, 4145 vehicle). 2336D was ex Redbank on 13 April following completion of overhaul and adorned in the 'banana', or more formally, the QR National livery.

New PN loco 8322 ran on test from Maryborough West to Colton and return as LJP3/LMP4 on 20 April. The next day, 8322 ran from Maryborough West to Auckland Point as LGP1.

On 28 April, 2411D, one of the remaining six 2400s, worked 6243 from Acacia Ridge with 6 empty SD wagons for Rockhampton, and 18 molasses empties from the Warwick service two days earlier.

SOUTH-WESTERN REPORT

2365/2355 worked 16/VBOR and plough as ODB2 from Toowoomba to Malu, loaded,

then ran as 0EB3/0EB4 to Wyreema on 27 February. Unloading took place between Toowoomba and Wyreema. The train then returned to Toowoomba as 06B5, being was the first train out of Toowoomba to the south since the floods. The next day, the same procedure was repeated with the same locos, except the train ballasted enroute through to Warwick. On 2 March, 2365/2355 worked 0HB4 from Cobba Da Mana to undertake spot ballasting between there and Goondiwindi, before returning as 0EB5. 2366/2365 worked 0DB2/0WB3/0WB4 ballast from Toowoomba to Malu, loading ballast for the Southern Line to Wallangarra on 7 March. 2339 was a vehicle for Warwick. The train stowed upon arrival at Clifton. The next day, 0WB2 (2366/2365; 2339D) departed Clifton for Wallangarra, but terminated at The Summit. 2339D on the rear then led 06B3 to Warwick where it stowed for half a day, before continuing to Toowoomba.

2123F/2172F worked 38/VGH as 6H14 from Toowoomba on 7 March, arriving at Goondiwindi on 8 March. Late that day, they worked 6623 back; with vehicles 2346/2362 and a container wagon consist. This train arrived in Toowoomba on 9 March.

On 1 April, 2499D/2492H arrived at Thallon on 6H36 to load grain. Only 28 wagons were on the train, due to the use of two 2470 class.

WESTERN REPORT

2352D/2309 worked 6R12 tuition train from Toowoomba to Miles on 28 February. 2352D failed on the Oakey to Jondaryan section, with 2309 replacing it in the lead at Malu. The train arrived at Miles near midnight, before returning to Chinchilla as 6613 early on Tuesday 29th. Later that day, 2335/2332D worked a second tutor train from Toowoomba as 6R14, arriving Miles early Tuesday and returning to Dalby as 6615. Both trains used 20 empty grain wagons. 2335/2332D worked 6R14 tutor train from Dalby to Miles, late on 1 March. 2337D/2309 worked 6613 tutor train from Chinchilla, with vehicle 2314 and failed 2352D. From Dalby, the train continued early Wednesday as L613 LE with 2309 and 2352D to Toowoomba. 2314/2337D had earlier run as LR12 from Toowoomba to Chinchilla for 6613. The next day, another tutor train ran with 2314 and 2337D working 6R12/6613 from Dalby to Miles and return; a loco each end of the 20 wagons.

On 17 April, 9L10 Cameby Downs empties (2336D/ 2358) failed at Malu, due to second loco 2358 shutting down. The consist returned as 9611 to Toowoomba, This was also 2336D's first revenue run.

On 21 April, 2494H/1738D worked 3S86 Westlander out of Roma Street, the first since 6 January.



Powering northwards near The Caves, 2302 hauls 62N7 empty livestock to Townsville on Saturday 23 April 2011.
Image by Stephen Karas



- On Tuesday 26 April, 3506/3303/3918 with 3513/3553 mid-train run through Marmor past the site of the long removed Marmor Limeworks siding and angle with another load for the RG Tanna coal terminal. 3918 is the latest and probably last 3900C to be re-activated for coal traffic. It joins 3920, 3924, 3925, 3926, and 3930.



- The latest 83 Class loco to work in coal traffic before departure to Townsville for Pacific National's new magnetite traffic is 8320. On Sunday 10 April, 8320 and 8317 lead remotes 8302 and 8303 on Gordonstone loaded coal 9F51 east of Stanwell. Of late, it seems PN coal have returned to distributed power consists rather the quad four-header power favoured for a time.
- Both images by Bruce Russell

South Australia



On Thursday 7 April 2011, battle worn GM46 rolls into Coonamia near Port Pirie hauling 4172 goods from Port Augusta to SCT's depot in Adelaide.
Image by Bob Grant

SOUTHERN REPORT

The Adelaide Hills continues to provide quite a lot of variety as of late, with almost daily grain services with a variety of power combined with QRN, SCT and PNL workings. Hired locomotive power has also shown up on GWA grain services further adding to the variety. On 8 March, 3AK1 empty grain to Murtoa departed Adelaide hauled by CLP8/RL307/GM43. RL307 was hired off SCT by GWA and RL307 has been hired by SCT from Greentrains as a banker between Adelaide and Melbourne. Unfortunately RL307 became a total failure on this train enroute to Murtoa. 4KA2 returned to Adelaide ex Murtoa the next night behind GM43/RL307/CLP8/GM37/ALF22 with the latter two attached at Taillem Bend enroute. The next night, 5AK1 departed Adelaide for Murtoa behind GM43/GM42/ALF22/CLP16/CLP8 and returned to Adelaide as 6KA2. Another working to Murtoa departed Adelaide on 12 March as 7AK1 hauled by CLP8/2214/2216/CLP17. This train returned back to Adelaide as 1KA2. Another interstate grain working occurred on 17 March when 4KA1 from Dimboola arrived in Adelaide hauled by CLP8/

GM42/CLP17/crew car ECA98/GM47.

PNL working 3BA6 was enroute to Adelaide on 17 March behind NR105/NR119 when it encountered locomotive trouble near Petwood. 3AM5 hauled by NR39/AN8/NR82 was held at Mt. Barker Jct where NR82 was sent to assist 3BA6 but unfortunately further locomotive issues caused the train to wait more assistance. 4WP2 hauled by NR53/NR29/NR34 stabled their train at Monarto South and then proceeded to the rear of 3BA6 and pushed it to Mt. Barker Jct. After placing those three engines in the lead it continued to Adelaide over 10 hours late. 5AM5 was also heavily delayed along with numerous other services. Light engines NR38/DL40/AN11/NR69 worked from Islington to Monarto South where they attached to 4WP2 and hauled it through to Adelaide after a major delay to that service. On 21 March, QRN service 7PM1 departed Adelaide hauled by LDP004/G516/2202/CLP11.

GWA grain services provide plenty of action with up to three trains a day with many of these in daylight. On 23 March, 1283 Wolseley grain departed Adelaide with GM45/

GM43/2207/2214/703/2212 hauling crew car ECA98 and 70 empty hoppers. This was the longest empty grain service in the Adelaide Hills for quite some time. Part of this train was then used to form 1341 Loxton grain. Later that same morning, 1281 Taillem Bend grain was worked by PN's 8112 with CLP8/GM46/GM42/2216/GM47 with 8112 spot hired by GWA from PN. Loaded service 2182 returned back to Adelaide that afternoon hauled by GM47/2216/CLP8/8112. PNL service 6MA5 arrived in Adelaide on 26 March behind NR19/XR559 whilst a couple of hours behind it was 3152 loaded grain from Pinnaroo hauled by VL354/CLP8/GM42/GM45. That night, 7AM5 departed Adelaide hauled by NR19/XR559 while 1341 empty Loxton grain was worked by CLP8/GM47/2214/2216/SCT004. SCT004 was detached at Taillem Bend for 7MP9 SCT service.

The 28 March was an interesting day in the Adelaide Hills. 1283 empty Wolseley grain departed Adelaide hauled by CLP17/703 with 40 empty hoppers due to a locomotive shortage. Later that morning, 1281 empty Taillem bend grain departed Adelaide hauled

by ALF22/GM46/GM38/2214/2212/2216/GM47. ALF22/GM46 were detached at Taillem Bend for adding to 2184 Wolseley grain whilst the remaining five locomotives worked 2182 back to Adelaide. Also that afternoon, CFCLA locomotives TL153/TL155/TL154 worked light engine from Islington Workshops to Murtoa as D463 with the locomotives hired to El Zorro. Also that night, QRN service 7PM1 departed Adelaide behind G534/G516/42206 with the 422 being detached at Taillem Bend enroute. The next day, GWA operated two grain services on the south line. 1341 Loxton service was worked by GM47/VL354/2216/2214/2212 whilst 1281 Taillem Bend was worked by CLP17/703/GM46/VL353/ CLP8. Some locomotive swapping occurred at Taillem Bend resulting in 2182 returning with CLP8/GM47/GM46/703/ CLP17 and 3142 returning with VL354/VL353/2212/2214/ 2216.

On 30 March, 3MA5 arrived in Adelaide hauled by NR120/XR559. Later that morning 1281 empty Taillem Bend grain departed Adelaide behind 2216/2214/2212/GM46/VL354. That night, 4AM5 departed Adelaide hauled by NR120/XR559/NR59/NR31/AN11. The 1 April was a busy morning with a few locomotive troubles with different operators. 6AK1 empty Dimboola grain departed Adelaide hauled by CLP17/GM43/CLP8/GM42/ 2210/ SCT005. The trailing three engines were detached at Taillem Bend. SCT005 was for

5MP9 which was encountering troubles hauled by SCT001/SCT015/SCT012. PN service 5MP5 also had locomotive troubles and arrived at Taillem Bend behind NR87 long-end leading NR4. It eventually departed Taillem Bend behind 8112/NR87/NR4/NR31. That night QRN/ ARG grain hopper and engine transfer to NSW from WA departed Adelaide behind LDP001/ LZ3101/LQ3122/DC2206/LZ3103 hauling 45 hoppers.

Due to locomotive failures in WA, QRN service 6PM1 departed Adelaide hauled by LDP005/CLP11/L3115 on 3 April. Two nights later, 1PM9 SCT service departed Adelaide hauled by SCT012/SCT015/RL307. RL307 was detached at Taillem Bend and added to 3MP9 the next morning. L3115 returned back to Adelaide on 6 April when it trailed LDP001/ LDP005 on 3MP1. That night, 2PM9 SCT departed Adelaide with SCT009/SCT011/ RL307 up front. Problems with RL307 resulted in it being detached at Coomandook with badly skidded wheels which also caused a few broken rails. After temporary repairs, RL307 was picked up nearly two weeks later and returned to Adelaide. On 8 April, 1341 Loxton grain departed Adelaide behind 2214/ GM42/2207/CLP16/SCT006, SCT006 was added to 5MP9 SCT at Taillem Bend. Also that morning, 5MP5 arrived in Adelaide behind NR111/NR14/AN11/AN8/8112. The next day due to a locomotive shortage, PN's 8112

combined with GM37/703/2207/2214 to work 1281/2182 Taillem Bend grain.

During mid-April, GWA conducted a series of grain services between Murtoa and Geelong in Victoria. In preparation for these workings, CLP17/GM42/CLP8 departed Adelaide with 40 empty hoppers as 1AK1 for Murtoa. Due to a derailment near Broken Hill, 2PS7 was diverted via Adelaide and Melbourne to Sydney. 4SA8 Indian Pacific was also diverted and arrived in Adelaide the next day behind NR31/DL43. On 15 April, TL152 departed Islington Workshops as D233 light engine to Horsham after being hired from CFCLA by El Zorro. 1281 empty Taillem Bend grain was worked by ALF19/ GM43/GM38/2214/2216 on 18 April. 2KA1 empty grain ex Geelong arrived at Taillem Bend that afternoon hauled by GM42/CLP17/CLP8. 2182 departed Taillem Bend behind GM42/ CLP17/CLP8/ALF19 while the remaining four engines off 1281 then worked the empty hoppers ex Geelong to Pinnaroo and return.

On 24 April, QRN service 6PM1 departed Adelaide behind 6008/CLP11 but the train stalled between Belair and Mt. Lofty. After pushing back to Belair the engines run around their train and returned back to Dry Creek. The next morning, 1341 empty Loxton grain was worked by CLP8/CLP17/GM38/703/ GM47. That night, 6PM1 had another attempt at heading to Melbourne but again stalled between Belair and Mt. Lofty. 2184 loaded grain



• Running 24 hours late due to flooding, 7AD1 Darwin freight is hauled by EL58/CLF6/ALF18 as they round the curve at Korunye on Sunday 6 March 2011.
• Image by Damien Butler



On Sunday 3 April 2011, LDP005/CLP11/L3115 pass through Dry Creek in suburban Adelaide as they make their transcontinental journey from Perth to Melbourne on 6PM1 freight. For reasons unknown, L3115 was attached to this train and was worked back to Perth later that week.
Image by Damien Butler

ex Wolseley with CLP16/GM43/2216/2207/CLP17 was held at Mt. Barker Jct and three of their engines were then used to assist 6PM1 to Mt. Barker Jct. GWA operated two Taillem Bend grain services on 27 April, the first one, 1281/2182 was worked by ALF20/2207/703/GM47/CLP8 whilst 1283/2184 was worked by CLP17/GM42/2216/GM43/CLP16. Two days later on the 29 April, 1351/3152 Pinnaroo grain was worked by ALF19/CLP14/705/GM46. That night, 6AM2 departed Adelaide behind G512/8030/G515. These three locomotives have worked nearly all POTA services during March to May.

1341/3142 Loxton grain service on 1 May was worked by GM45/ALF19/GM46/705/2210. On 3 May, 2210 departed Keswick hauling MK81 AK track inspection train bound for Murtoa. 1283 Wolseley grain departed Adelaide on 6 May behind CLP17/GM43/GM42/2216/ALF23/703/2207 and 40 hoppers. 2207/703 were then used to work 2182 from Taillem Bend to Adelaide with 11 hoppers. QRN service 6MP1 arrived in Adelaide on 7 May behind LDP004/6006/X54. 6PM1 departed Adelaide the following night behind 6007/CLP11/X54 but problems with 6007 saw the train stall near Eden Hills. 3142 Loxton grain with 2207/703/2216/VL354 was stabled at Belair allowing their engines to go and assist 6PM1 into Belair. 3142 continued to Adelaide allowing the engines on 6PM1 to run around their train and return back to Dry Creek, 6PM1 subsequently departed Adelaide the following night running a day late.

NORTHERN REPORT

With the acquisition of Freightlink by GWA, FQ and VL's off the Darwin workings are starting to make appearances on grain workings. On 14 March, solo FQ03 worked 1401/4102 Crystal Brook grain with 35 hoppers. Another working occurred on 16 March when 1513 Gladstone grain departed Adelaide with FQ01/GM46. This train attached VL354 at Snowtown after an earlier failure on an AD1 service. 4AD1 departed Adelaide that night behind CLF6/CLF5/GM45/GM40/ALF22. The trailing two locomotives were detached at Spencer Jct enroute. Also late that night, 2210 arrived in Spencer Jct from Darwin with AK83 AK cars. On 16 March, 2210 hauled the AK cars from Spencer Jct to Leigh Creek and then on to Peterborough. The following day the train worked to Ivanhoe in NSW. On 21 March QRN service 7PM1 arrived in Adelaide behind LDP004/CLP13/LQ3122 with LQ3122 on transfer to NSW. A QRN/ARG locomotive and wagon transfer movement to NSW arrived in Adelaide from Kalgoorlie the following day as 1PM1 and was hauled by LZ3103/DC2206.

PPSA Balco service, 4120 to Pelican Point was enroute near Birkenhead hauled by GL108 when it failed. PN's AN11 came to the rescue and the pair then worked 1421 to Bowmans that night and also 4114/1417/4120 the next day. 103 replaced GL108 and worked with AN11 for the next few days. On 26 March QUBE unit, 44202 arrived in Adelaide as D122 light engine movement from Port Augusta, 44202 has seen virtually sole use on the rail trains between Pt.

Augusta and Broken Hill for the re-railing project. It was replaced in late April by 442s5 on these workings. PNL service 1YN2 departed Spencer Jct on 27 March behind NR20/NR118/8229. Two days later, 2NP3 arrived in Spencer Jct behind NR44/NR49/2210. 2210 was returning from AK car duties in NSW and Victoria.

Another QRN locomotive on transfer to NSW arrived in Adelaide on 31 March. LZ3101 arrived dead-attached behind 6008/6001 on 3PM1. On 3 April, 6MP9 SCT service was enroute to WA hauled by SCT009/SCT011 when problems arose with SCT011 resulting in it being a total failure. Half of the train was detached into the crossing loop at Naretha and the train continued. The loading was later picked up by 7GP1. Due to locomotive issues in WA, 6PM1 arrived in Adelaide hauled by LDP005/CLP11/L3115 on the same day. L3115 returned back to the west on 6 April when it trailed LDP001 on 2MP1. GWA operated a special passenger service from Darwin to Katherine and return on 7 April. GM47/2212 hauled 5DK2/5KD1 and it consisted of crew car CDBY254 and GSR carriages; power van PCO4, BMC2 and SSAF27. On 11 April, RL309/S311 departed Spencer Jct with 8M21 loaded ballast train bound for Parkeston. This train was then based out of Parkeston until mid May.

Darwin service 2DA2 arrived in Adelaide on 13 April behind FQ01/CLF6/2212/GM47. That day, ALF19/GM37 conducted a light engine trial run from Pt. Augusta Workshops to Whyalla. ALF19 had just been overhauled and

recently gauge converted 846 was hauled back to Pt. Augusta Workshops on the return. That night 4AD1 departed Adelaide behind FQ01/VL353/2212 with 2212 being detached at Spencer Jct for AK car duties. Due to the Indian Pacific consist being the "wrong way" around after going from Sydney to Adelaide via Melbourne, 5AP8 departed Keswick with PL1 hauling the train and NR31 on the rear to Dry Creek. The train was turned on the triangle and PL1 detached before the train continued to the west. On 16 April, 5114 loaded grain train to Adelaide ex Gladstone was enroute towards Crystal Brook hauled by ALF19/GM37/GM38 when it encountered problems with GM37. This resulted in GM37 having to be detached at Crystal Brook and the train continued to Adelaide. After repairs, the GM was attached to 3GX1 on 19 April /4 behind 8026 for further attention at Pt. Augusta.

PN service, 5PS6 departed Spencer Jct on 17 April behind NR69/NR57/NR71 hauling 2212 bound for NSW whilst 1XP2 freight to Perth departed Spencer Jct behind solo NR82, this was later swapped for NR2 off another service at Burando. The next day, 1451/4152 Bowmans grain was worked by VL357/GM46/2207. On 21 April, 2212 arrived in Adelaide with AK82 AK track inspection train from Broken Hill. Also that afternoon, 4172 SCT shuttle from Spencer Jct to Adelaide was worked by GM47/8026. Due to the Easter long weekend, 6AD1 departed Adelaide almost 22 hours early behind FQ02/

ALF21/VL360/FJ104. FJ104 had been in Adelaide for a couple of months undergoing repairs and was returning to Alice Springs. This allowed 705 to return to Adelaide on 6DA2 for grain duties. A special Saturday working of The Ghan occurred on 23 April to coincide for Anzac Day celebrations. The special, 7AD8 departed Adelaide behind NR75 and AN3 was attached in Alice Springs for the run to Darwin. On 24 April, 6NY3 arrived in Spencer Jct hauled by NR10/NR14/NR101/8244. 8244 was returning to Leigh Creek coal duties.

On 29 April, 6AD1 departed Adelaide behind CLF6/ALF24/GM47 whilst also that day the Territory iron ore train to Union Reef was worked by EL58/GM38/EL63. 7AD1 departed Adelaide the following day behind FQ03/CLF5/CLP14. SCT's shuttle service, 1473 from Adelaide to Pt. Augusta was worked by SCT002/8026 on 1 May. 4PM6 departed Spencer Jct on 6 May hauled by NR116/NR58 but problems struck shortly after leaving. A problem with a wagon was detected and the train was eventually hauled to Winninowie. Numerous services were delayed including 4PM6 which was delayed nearly 18 hours.

EYRE PENINSULA WORKINGS

During March and April, the two daily grain services continued to operate out of Pt. Lincoln. During nearly all of March and April one service was worked by two 830's and 1203 whilst

the other service was worked by 3/830's and 905. Sometimes four 830's were used and one such working was on 18 March when 851/873/848/842 worked a service. All four 1600's continue to work out of Thevenard at present. From 18 April, the regular grain train schedules have been moved back 12 hours. Empty trains now leave Pt. Lincoln around 2100hrs and midnight, returning late afternoon and evening the next day. This has been done to allow the loading of trains in daylight hours.

An interesting quin occurred on the Whyalla division on 19 March due to a locomotive failure. 901/902/CK3/1301/1304 arrived on the loaded train having been rescued by the two 900's.

METROPOLITAN WORKINGS

Due to a locomotive shortage on 15 March, former Freightlink locomotive FQ01 was used on a local shunt movement from Dry Creek to Keswick Passenger Terminal. This was the first FQ to visit the terminal. Due to problems with PL1, 8112 replaced it as the local shunt locomotive at Keswick Passenger Terminal. PL1 returned back to these duties on 8 May. On 2 May, ALF23 was released from Islington Workshops after receiving a fresh coat of the GWA livery.

Thanks to Geoff Hann, Todd Hutchison, Damien Butler, David Arnold, Greg O'Brien, Peter Knife and Trevor Briggs.



• Deep in the saltbush country west of Whyalla, 901/902/CK3/1301/1304 haul DW71 loaded ore enroute to Whyalla on Saturday 19 March 2011.
• Image by Daven Walters



• GWA owned FQ01 stands at GSR's Adelaide Rail Passenger Terminal at Keswick with a short transfer movement bound for the wheel lathe at Dry Creek on Tuesday 15 March 2011. FQ01 was replacing the usual 700 or 22 class on this job due to a locomotive shortage caused by the large grain harvest.
• Image by Justin Cheary



• A classic lashup of GM47/2216/2214/2212/GM38 hauling 2182 grain from Tailem Bend descend the grade into Murray Bridge on Monday 28 March 2011.
• Image by Bob Grant



• Due to a locomotive shortage, 8112 was hired by GWA from Pacific National. Here in drizzling rain, 8112/GM37/703/2207/2214 stand in Mile End crossing loop
 • hauling 1281 empty grain to Tailem Bend on Saturday 9 April 2011.
 • Image by Daven Walters



• Trundling through the mallee scrub near Karkoo on the Eyre Peninsula, 2CD1 grain is hauled by 851/873/848/905 on Monday 28 February 2011.
 • Image by Andrew Rosenbauer

Western Australia



• About to pass under the Goldfields highway at Kalgoorlie, Q4008 pilots LZ3103/DC2206 hauling 1PM1 empty grain to Adelaide thence to Goulburn
 • NSW on Sunday 20 March 2011. Q4008 was detached at Parkeston allowing the other two units to continue across the Nullarbor.
 • Image by Peter Donaghy

ALBANY REPORT

Taking a snapshot of operations in the Albany district in early May found the two grain sets being utilised with one set working out to Lake Grace and the two branches whilst the other set services CBH facilities along the Great Southern Railway (Wagin southwards). The locomotive roster was P's 2506, 2507, 2510 and DBZ2308 although there was also an unidentified P class in reserve (believed to be P2512).

The woodchip train operations were on a break in early May but prior to the shutdown were operated by either a DD on each end or a DD with a P on the other end.

To add a bit of variety two ZB class, 2125 and 2129 were working ballast trains on the Great Southern Railway on behalf of track contractor John Holland.

BUNBURY REPORT

PA2819 was observed on a number of occasions in this period working either caustic soda or alumina trains generally from Bunbury Port to the alumina refinery at Pinjarra. The DB class are also much in evidence on the South West main given the reduced grain harvest.

This in turn has freed up two DD class to go to Albany (woodchip train) and the DAZ's to initially be stored then pressed into service again during May with three based out of Merredin DAZ1901, DAZ1905, DAZ1906, two on rail trains between Perth and Geraldton DAZ1902, DAZ1904 and DAZ1903 at Avon on grain trains.

GERALDTON REPORT

Back in May 2007, 64/KHBF iron ore wagons (32 pairs) were delivered from China to Geraldton Port for use by the then Midwest Corporation for iron ore trains from the Tilley loading point (near Morawa) to Geraldton Port. The company then elected to use road transport instead. The KHBF's were used for a very short period on Mount Gibson's Ruvidini (Mullewa) to Geraldton Port iron ore trains, then stored at the Tilley loading point.

We move forward to February 2011, Karara Mining Limited via their parent company Gindalbie Metals announced that they were commencing early iron ore production from their Karara mine 85kms east of Morawa. The announcement advised that an arrangement had been made with Sinosteel Midwest

Corporation to transport the Karara ore to Tilley where it would be transhipped to the KHBF's.

On the 11 March 2011, P2501 hauled all 64/KHBF wagons from Tilley to Narngulu for servicing and recommissioning. On the 26 March, 34/KHBF's were hauled from Narngulu to Dongara return to run through the RailBam south of Walkaway.

On the 28 March 2011, P2501 hauled 30/KHBF wagons from Tilley to Narngulu on the first train of loaded iron ore, the train was unloaded during the next day at Geraldton Port again by P2501, it then hauled the single consist for that whole week. Commencing on Monday 8 April 2011 the train started running as 60 wagons hauled by P2501/P2503.

A couple of other sightings of the "new" ore train ex Tilley were observed on Anzac Day with P2515/P2501 on a loaded train. On 4 May 2011 the empty train was seen leaving Narngulu later at 0800hrs to Morawa, this time it had P2513/P2515/DFZ2404 on the 60 wagon consist.

Over the next 12 months or so big changes are expected on the rail system around Geraldton and the Midwest with approximately \$300 million

to be spent on track upgrades. Part of an early start to the project to facilitate the start of the Mount Gibson Perenjori/ Extension Hill iron ore trains in the middle of 2011 track works have commenced. DAZ1905 hauled a rail train from Midland to Geraldton Port arriving at the latter on 17 March to distribute rail.

A further rail train arrived at Narngulu behind P2515/DAZ1904 on the 24 April hauling a double consist rail set. The empty set headed south again on 7 May 2011 with DAZ1902/DAZ1904 on the front.

Other news associated with the rail upgrades or new line construction saw CFCLA CHOY ballast wagons arrive by road from the Pilbara in early April at Narngulu and they were unloaded and now sit on narrow gauge bogies. To add even more variety ten Railcorp NDFF ballast wagons arrived in Perth and the bulk were transferred by road to Morawa for the Karara project 160kms south-east of Geraldton on Monday 2 May 2011.

Narngulu was back to 5/DFZ class during this period with three DFZ2404, DFZ2406 and DFZ2407 modified with a W.A. style cab roof. Surprisingly DFZ2401 which was originally sent from Narngulu to Perth for a cab re-build returned back to Narngulu on 31 March 2011 un-rebuilt and has been seen on both iron ore and grain trains. DFZ2405 was similarly returned un-rebuilt arriving back at Narngulu on the morning of 14 April 2011. Both un-rebuilt



• Approaching Nurina on the Nullarbor Plain, RL309/S311 haul 8M23 ballast to Parkeston on Thursday 14 April 2011. This was the first visit to Western Australia by an ex Victorian S class.
• Image by David Arnold

units were noted paired together on a loaded iron ore working on 27 April 2011.

KALGOORLIE REPORT

The Kalgoorlie area still proves to be a "hotspot" in Western Australia as the workings below outline.

On 10 March 2011 West Kalgoorlie at 1620hrs had LZ3117 shunting the east

end; 6007/CLP11 arriving with 3MP1 freight including 13/SCT wagons up front; to shunt at West Kalgoorlie; NR22/NR31 on 4PM6 freight which departed around 1630hrs; AC4305/L3115 on 5442 fuel arrival ex Esperance, and Q4005 parked up the west end. Q4019 arrived from Hampton with the 5410 acid transfer, then ran light to Parkeston as 5C73,



• DB2309 in original Westrail orange and blue works its caustic train away from Roelands with three brand new JK tankers in the consist on Saturday 2 April 2011.
• Image by Murray Rowe

following 4PM6. 4PW4 departed Parkeston at 1620hrs behind NR115/NR35, the latter on its first trip east following rebuild in Perth after its Golden Ridge derailment and rollover just over two years ago.

Q4016 and 18/WNs on 5478 arrived from the Leonora line at 1730hrs. Back at West Kalgoorlie at 1810hrs had LZ3117, 4/ fuel tanks, 3/ammonia tanks for Malcolm and 9/ container flats with containers for Magellan's lead mine (see notes in Perth Report for the saga with the lead train). Q4012/Q4013 were on 5416 empty ore hoppers; AC4305 was shunting; L3113 was stabled east of the shed. Q4005 was still parked at the western end, and Q4016 and the nickel hoppers were just out the western end of the yard, doing a crew change before pushing back into the yard. 3MP5 ran straight through at 1820hrs, behind NR72/NR91; LZ3117 then departed with 5442 to Leonora. Q4019 then returned from Parkeston as 5C74, while LZ3109 stood outside the depot. Finally, 3SP7 freight arrived at Parkeston with NR40/NR73/NR70.

On the 12 March 2011, 5MP1 freight through Kalgoorlie on Saturday afternoon was 6008/LDP003/6010. It is understood that 6010 is the first of up to 4/6000 class to be loaned to ARG for Koolyanobbing iron ore traffic, pending the delivery of the six new ACs later this year.

During the early and middle part of March trains with the lead containers were only just starting to crank up again the service stopped again, double-headers were reappearing on most nights on 479/478, usually Q/LZ, though there was one AC/LZ combination, along with double LZs. Sunday 13 March and Monday's 14 March trains was ALZ25/LZ, on the same pairing brought back about twenty

empty flats behind the 18-20/WNs, for storage.

On Friday the 18 March 2011 the QRN (ARG) grain train commenced its move east with 6025 freight departing Perth with AC4304/Q4002/LZ310/DC2206, arriving into West Kalgoorlie at 0700hrs Saturday morning. The same afternoon, 5MP1 freight arrived into West Kalgoorlie around 1750hrs with 6008/LDP003, and included in the consist was crew car JRA6, which was shunted off, and onto DC2206. On Saturday night, 7PM1 freight departed Perth with LDP004/CLP13/LQ3122. This train was rostered to have LZ3101 as well, but it suffered a bad air leak and was detached prior to departure, whilst 7025 freight departed Perth with the AGWF grain hoppers on the rear.

The following day, the movement of locos and wagons was piloted across to Parkeston as Q4008/LZ3103/DC2206 with JRA6L and the hoppers. Q4008 was detached at Parkeston to run 1C74 cement empties back to West Kalgoorlie leaving the LZ and DC to set off across the desert.

As if the above trains were not interesting enough, on 14 April 2011 ex Victorian Railways S311 made it to Parkeston trailing RL309 on 8M23 ballast. The pair departed Parkeston to undertake further ballasting on 15 April crossing 5AP8 Indian Pacific with NR31 around 1845hrs. This was the first Victorian S to ever get this far west with what was understood to be the second time an RL had made it across. The pair returned again on 17 April 2011.

An unusual working with one of the iron ore services occurred on 27 April 2011 when Q4016 departed West Kalgoorlie L.E for Stewart crossing loop and attached to 4413 loaded ore hauled by Q4017/Q4012/AC4303. Q4012 appeared to be the culprit, with several hood doors open.

MERREDIN REPORT

On 26 April 2011 the former Bunbury correspondent located a grain train loading at Bruce Rock on Anzac Day with DAZ1906/DAZ1905 on the front for the run to Merredin. DAZ1901 was also noted at Merredin.

NORTHAM (AVON YARD) REPORT

On the 10 April 2011, P2502/P2507/DAZ1903/AB1503 departed for Kwinana on 7336 loaded grain to Kwinana. Another multi-unit combination was also seen with DAZ1905/DAZ1906/DAZ1901 running on 1463 empty grain from Avon Yard to West Merredin to restart grain operations in that area (which have been dormant since the middle of January). DAZ1902 and P2505 were noted at Avon Yard loco depot whilst AB1501/AB1502 and AD1521 were noted stored on a siding within the yard. Both AB's have subsequently been observed in service again since that date.

PERTH REPORT

A once regular traffic for rail was the Leonora to Fremantle lead traffic. Unfortunately this has been an on again/off again operation due to compliance issues. The lead was originally exported through Esperance until the lead contamination issues arose and the mine ceased operations until resolved. Given the stop/start nature its worth looking at a short history of the operations in its later form:

Final Ministerial approval was given to ship the lead carbonate through Fremantle Port via rail haulage from Leonora to Fremantle Port in August 2009.

The railing of mine stockpiles through the Port of Fremantle commenced in September 2009.

The mine restarted operations in February 2010.

A Ministerial stop order halting transport of the lead carbonate by rail occurred on December 31 2010 following a breach in the haulage route conditions.

The order was lifted and interim conditions were announced on February 23 2011.

The mine was again put on care and maintenance following an announcement on 5 April 2011 following further contamination concerns.

Over a couple of hours on Saturday 30 April the Geraldton and former Bunbury correspondents had a chance meet lineside and observed DAZ1902/P2516/DAZ1903 on 7393 empty grain through Millendon. This was followed by PN stars pair NR100NR48 on an eastbound Pacific National train. To round the meet off 7PM1 freight was seen with LDP006/CLP13.

On Sunday 8 May 2011, K205 and K206 were loaded on to road transport at Gemco Forrestfield for a journey to assist MVM Rail in building the Tilley to Karara Railway.

With thanks to Peter Donaghy, Stew Winston, Rod Milne and Simon Barber



On Friday 11 March 2011, LZ3117 hauls 6443 Esperance goods through Malcolm siding just east of Leonora, its consist, some empty fuel tankers and empty container flats.
Image by Don Copley



: Just south of Pinjarra on Sunday 3 April 2011, DBZ2313/DBZ2310 haul 1271 goods to Collie, the leading wagons carrying lime for the Worsley alumina refinery and the coal wagons destined for the Premier Mine east of Collie.
 : Image by Cris Fitzhardige



: On 13 April 2011, the lead train bound for the dock at North Fremantle negotiates the serpentine alignment through Fremantle behind LQ 3121. In late April, it was advised the Magellan lead mine at Wiluna would close following another lead spill along the route, although services continued to operate in May.
 : Image by Rod Milne

Tasmania



: A cyclist tries to outpace 731 goods led by a freshly repainted ZP2100 leading ZR2101/MKA2133 as they pass through East Ulverstone on Saturday 16 April 2011.



: Crossing the Leven River at Ulverstone, DQ2006/DQ2009/DQ2004 work 336 goods westward to Burnie on Wednesday 16 March 2011.
: Both images by Alex Rothwell



Two former WAGR D class locomotives now see service with TasRail. Numbered as D2020 and D2021, the pair sandwich DQ2006 as they pass through the seaside hamlet of Preservation Bay, east of Penguin, with 536 Hobart to Burnie goods on Thursday 21 April 2011.
Image by Peter Attenborough

BOOK REVIEW

By Stewart Anderson

A Trackside Journey by Andrew & Trevor McBain

Following on from Andrew's production of his Trackside series of DVD's, Andrew and his brother Trevor along with good friend Billy Lewis have produced an 88 page full colour book profiling trains throughout Victoria, New South Wales and South Australia from the early 1980's to the present day. Images from Doug Knowles and Ian Woollett have also been included in this album of stunning images, my personal favourite being the "Weedex" train masterfully captured by Billy Lewis at Gordon on the main western line at the time. The book has been well laid out by Meghan McBain with each double – page spread covering a particular theme, one such being GM's on the Mount Gambier goods and another being 80 class in New South Wales and is printed on high quality paper to bring the best out in the images. Captions for the images are relatively detailed, however there is a number of typographical errors or errors of fact that marginally detract from an otherwise well produced book.

The book is available directly from the publishers (see advertisement on pg 5) or at good hobby shops and retails for \$55. A limited edition (300 copies) are available with a foil embossed title which retails for \$60 however stocks are diminishing.

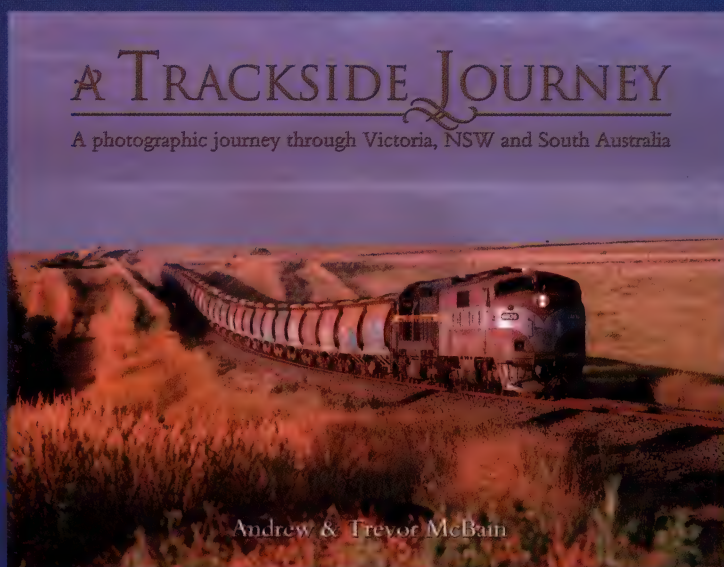




Photo courtesy of Howard Armstrong

FUEL BLOCK TRAINS

The last regular working of fuel trains in NSW were the Block Trains operated by Ampol/Caltex and Shell Australia. The Ampol service worked to Bomen in Southern NSW whilst the Shell service was operated by Freight Australia and worked to Canberra, West Tamworth and Dubbo. Many of the 50 year old Tulloch built rail tank cars could still be found in regular service with these trains.

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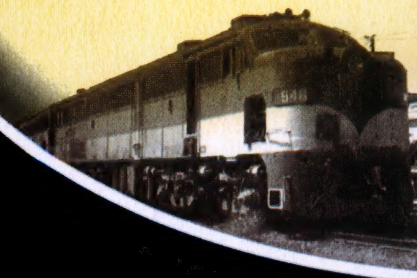
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Prototype Photo Phil Dunn

After the Second World War, the Victorian Railways ordered a number of railcars from Walker Bros in Wigan, England. Twelve 280HP Walker railcars were ordered and the power units and controls were shipped out from England. The car bodies were built by Martin & King in Malvern, with final fitting out occurring at Newport Workshops.

The 280HP Walker railcars with their central power unit together with two driving/sitting cars and the inherent additional length allowed them to be easily distinguished from their 102HP and 153HP smaller cousins.

The first 280HP Walker railcar, 80RM, entered service on 6 June 1950. These railcars were numbered from 80RM to 91RM inclusive. The final run of a 280HP Walker railcar in Victorian Railways service occurred on 17 September 1980.

Locations that the 280HP Walker railcars operated to included Woodend, Portland, Bendigo, Mansfield, Deniliquin, Daylesford, Wonthaggi, Wangaratta, Werribee, Maryborough and Kyneton.

There were four distinct liveries carried during their life:

Livery 1 1950 to 1955 Period Blue & silver with winged logo on nose

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Livery 3 1958 to 1965 Period Blue & gold with blue roof, winged logo on nose & side and side gold pin stripes

Livery 4 1965 to 1980 Period Blue & gold with blue roof, no logos and no pin stripes



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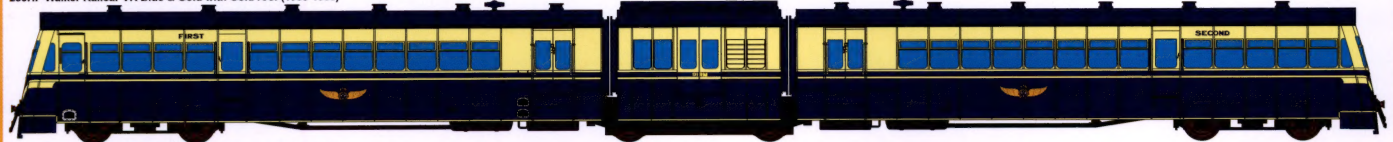
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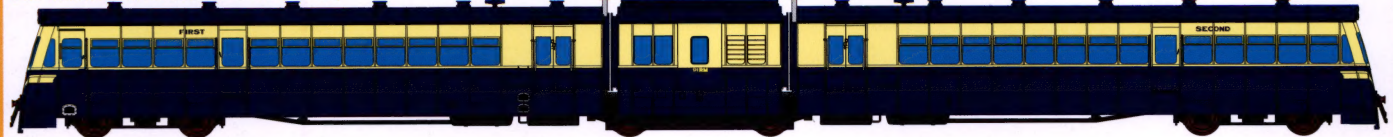
280HP Walker Railcar VR Blue & Silver (1950-1955)



280HP Walker Railcar VR Blue & Gold with Gold roof (1955-1960)



280HP Walker Railcar VR Blue & Gold with Blue roof (1958-1965)



280HP Walker Railcar VR Blue & Gold with Blue roof (1965-1980)

Artwork shown for livery reference only. Number fonts and some finer details will differ on the production models

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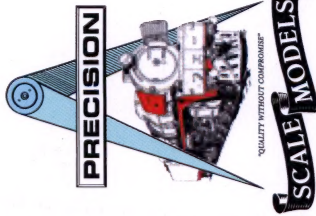
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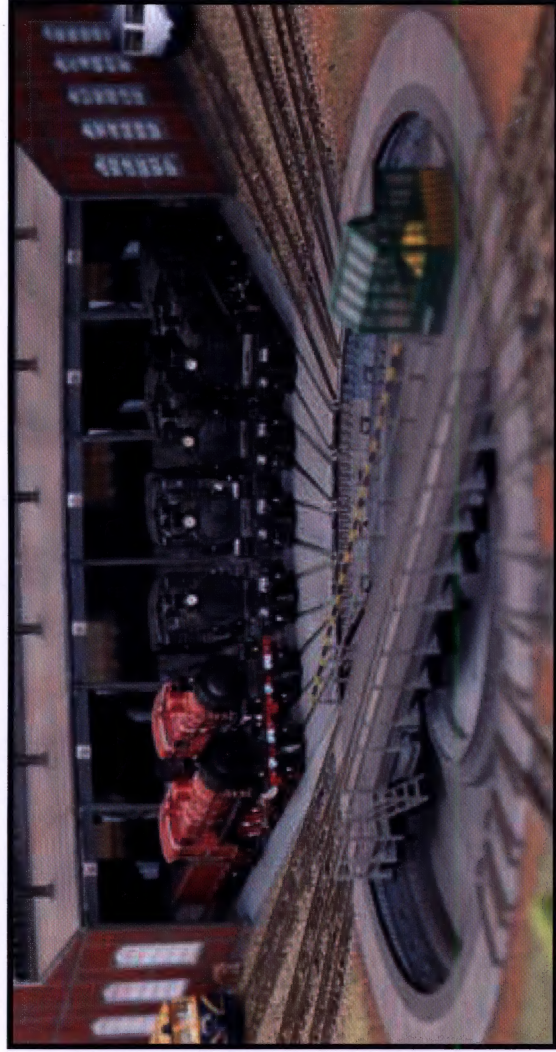
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